

APPROVED

November 18, 2008

Michigan State
Administrative Board

Lansing, Michigan

November 5, 2008

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Wednesday, November 5, 2008, at 11:00 a.m.

Present: Brandon Hofmeister, Deputy Legal Counsel, representing Jennifer M. Granholm, Chairperson
Walt Herzig, Chief of Staff, representing John D. Cherry, Jr., Lt. Governor
Duane Berger, Director, Department Administration Services, representing Terri Lynn Land, Secretary of State
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert J. Kleine, State Treasurer
Carol Wolenberg, Deputy Superintendent for Administration, representing Michael P. Flanagan, Superintendent of Public Instruction
Wayne Roe, Jr., Administrator, Contract Services Division, representing Kirk T. Steudle, Director, Department of Transportation
Sherry Bond, Secretary

Absent: Michael A. Cox, Attorney General

Others Present:

Meagan Bryant, James Burris, Tony DesChenes, Craig Orr, Deborah Roberts, TeAnn Smith, Department of Management and Budget; Jonathan Raven, Fraser, Trebilcock

1. CALL TO ORDER:

Mr. Hofmeister called the meeting to order and led the Pledge of Allegiance to the Flag.

2. READING OF MINUTES OF PRECEDING MEETING AND APPROVAL THEREOF:

Ms. Wolenberg moved that the minutes of the regular meeting of October 21, 2008, be approved and adopted. The motion was supported by Ms. MacDowell and unanimously approved.

3. HEARING OF CITIZENS ON MATTERS FALLING UNDER JURISDICTION OF THE BOARD:

Jonathan Raven of Fraser Trebilcock spoke on behalf of Friedland Industries regarding their protest of Item 14(3) of the regular Finance and Claims Committee agenda that had been denied by DMB Purchasing. His concern was that DMB Purchasing was not in compliance with *Executive Directive 2007-22, Enhanced*

Energy Efficiency and Conservation by the State Departments and Agencies in recommending Rapid Shred for award of the contract for recycling services because they are located 75 miles away from Region 1.

4. COMMUNICATIONS:

Correspondence from Jon M. Braeutigam, Department of Treasury, with the attached summary and detail investment holding reports for the Veterans' Benefit Trust Fund for the quarter ending September 30, 2008, and a report of investment transactions for the quarter ending September 30, 2008, in accordance with a resolution adopted by the State Administrative Board.

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedules:

GENERAL SCHEDULE #24, City and Village Clerks, 11/5/2008

CITY OF LANSING, Board of Water and Light, All departments, 11/5/2008

ALLEGAN COUNTY, Administration, 11/5/2008

WASHTENAW COUNTY

Children's Services, 11/5/2008

Children's Services - Intensive Outpatient Program, 11/5/2008

Planning and Environment, 11/5/2008

Ms. MacDowell moved that the Retention and Disposal Schedules be approved and adopted. The motion was supported by Mr. Berger and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:

(Please see the following pages)

APPROVED

November 5, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Building** Committee was held at **11:00 a.m.**
on **October 28, 2008**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
 State Treasurer Kleine

Member: Walt Herzig, representing Approved _____
 Lt. Governor Cherry

Member: Steve Liedel, representing Approved _____
 Governor Granholm

Others: Iris Lopez, Department of Attorney General; Sherry Bond, James
 Burris, Janet Rouse, TeAnn Smith, Department of Management and
 Budget

The Building Committee regular agenda was presented.

Following discussion, Mr. Liedel moved that the agenda be recommended
to the State Administrative Board for approval. Supported by Mr.
Herzig, the motion was unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

October 28, 2008 / November 5, 2008
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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This agenda is for general informational purposes only. At its discretion, the Building Committee may revise this agenda and may take up other issues at the meeting.

REVISIONS TO CONSTRUCTION CONTRACTS

1. DEPARTMENT OF TRANSPORTATION, WATERFORD – Oakland
Transportation Service Center – New Transportation Service Center
File No. 591/07242.MNB - Index No. 27000
Builders, Inc., Clarkston; CCO No. 2, Incr. \$268,266.00

Purpose/Business Case

The purpose of this change order is to excavate and remove buried rubble found during earthwork at the site to allow for the construction of the new parking lot, and to repair a damaged electric conduit that provides power to the street lights.

Benefit

The State will benefit by having these two field conditions corrected, allowing for parking lots being able to withstand the weight of MDOT vehicles and provide the required power for street lights.

Funding Source

100% Trunkline Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order will result in a parking lot that will not support the weight of the MDOT vehicles and a lack of site lighting affecting safety and security.

Zip Code

48328

2. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Michigan
Library and Historical Center – Roof Replacement & Re-Caulking Metal Wall
Panel System, Roof Fall Protection
File No. 071/06098.MNB - Index No. 53225
Will H. Hall Construction, Flint; CCO No. 4, Incr. \$13,639.50

Purpose/Business Case

The purpose of this change order is to make an adjustment to the tube steel that supports the new roof fall protection system to match actual dimensions of the existing structural steel and to patch roof leaks in the existing roof system that are outside of the areas impacted by the fall protection system installation. The contract dates for substantial completion for Phases III and IV and for project final completion are being extended due to delays in the completion of a separate contract.

Benefit

The State will benefit by the installation of this new fall protection system that will allow work on the building roofs as well as window cleaning to be performed in compliance with MIOSHA requirements regarding fall protection and NIOSH recommended standards for window cleaning.

Funding Source

100% State Building Authority Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order will result in maintenance staff and contractors at the Michigan Library and Historical Center being required to complete maintenance and inspection activities and to perform window cleaning in a manner that is not in compliance with MIOSHA Fall Protection safety standards and recommended NIOSH standards for window cleaning.

Zip Code

48909

3. DEPARTMENT OF ENVIRONMENTAL QUALITY, SAGINAW TOWNSHIP –
National Plate Glass – Dewatering System Project
File No. 761/07179.RRD - Index No. 44601
Bierlein Companies, Inc., Midland; CCO No. 6, Incr. \$58,434.00

Purpose/Business Case

The purpose of this change order is to install a permanent sewer forcemain and manhole connection to the City of Saginaw sanitary sewer system to comply with the City of Saginaw Industrial Wastewater Discharge Permit Requirements. Also, provide topographical survey to determine the cut and fill volumes from site grading activities.

Benefit

The State will benefit by discharging the site water to the City sewer system preventing the spread of contamination to the adjacent river.

Funding Source

100% Clean Michigan Initiative (CMI)

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order will result in not being able to discharge the site water to the City sewer system and therefore risk spreading contaminated soil and water to the Tittabawassee River.

Zip Code

48602

4. DEPARTMENT OF MANAGEMENT AND BUDGET, DIMONDALE – MDOT
Photo Lab – Roof System Replacement
File No. 071/06095.JRC - Index No. 44209
HBC Contracting, Lansing; CCO No. 3, Incr. \$82,427.22

Purpose/Business Case

The purpose of this change order is to install a new variable flow bypass bridge to decouple the buildings chilled water system from the Central Plant water supply, connect the existing chilled water pump system to the existing Central Plant chilled water system, and revise existing chilled water supply system.

Benefit

The State will benefit by having a more energy efficient building that is water tight.

Funding Source

100% Agency Operating Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order will result in continued high maintenance costs.

Zip Code

48821

RESOLUTION OF THE STATE ADMINISTRATIVE BOARD

5. Resolution of the State Administrative Board Determining the Rental and Confirming Other Matters Regarding the Conveyances of Property and the Leases for Certain Facilities and Delivery of a Continuing Disclosure Agreement

Legislative Background

Project	Public Act	Total Cost	SBA Share	College or University Share	GF/GP Share	House/Senate Concurrent Resolution	Date of Prior SAB Resolution
DIT Michigan Public Safety Communication System Platform Upgrades	PA 10 of 2005	13,525,482	13,525,382	N/A	100	HCR 44 of 2007	12/18/07

DMB Capitol Complex Renovations	PA 237 of 2003	27,563,300	27,563,200	N/A	100	HCR 54 of 2004 HCR 45 of 2007	7/6/04 3/6/07
DMB SFPP Group D Joint Operations Center	PA 10 of 2005 PA 297 of 2005	2,700,000	2,700,000	N/A	0	HCR 9 of 2007	6/5/07 10/7/07
MSU Chemistry Building Renovations / Cooling Towers	PA 297 of 2005	28,344,500	19,999,800	8,344,500	200	HCR 19 of 2007	6/5/07
WMU Brown Hall Renovations	PA 10 of 2005 PA 297 of 2005	14,800,000	9,499,800	5,300,000	200	HCR 30 of 2007	12/18/07
Alpena CC Instructional Addition / Renovation	PA 10 of 2005 PA 297 of 2005	4,105,500	1,667,300	2,438,000	200	SCR 46 of 2006 HCR 34 of 2007	12/18/07

Project	Public Act	Total Cost	SBA Share	College or University Share	GF/GP Share	House/Senate Concurrent Resolution	Date of Prior SAB Resolution
Jackson CC Health Program Expansion and Information Commons	PA 10 of 2005 PA 297 of 2005	18,100,000	7,499,800	10,600,000	200	SCR 52 of 2006 HCR 46 of 2007 HCR 36 of 2007	1/15/08
Lansing CC University Center	PA 297 of 2005	11,000,000	4,999,800	6,000,000	200	HCR 12 of 2007	6/5/07
Macomb CC Emergency Services Training Center	PA 45 of 2001	8,683,000	3,272,300	5,410,500	200	SCR 18 of 2005 HCR 32 of 2007	12/18/07
Macomb CC Health Science and Technology Building	PA 10 of 2005 PA 297 of 2005	12,000,000	5,999,800	6,000,000	200	HCR 31 of 2007	12/18/07
Mid Michigan CC Science and Technology Center	PA 297 of 2005	16,475,000	8,237,300	8,237,500	200	HCR 13 of 2007	6/5/07
Montcalm CC Life Science Training Facility	PA 297 of 2005	7,500,000	2,999,800	4,500,000	200	HCR 14 of 2007	6/5/07
West Shore CC New Student Learning Center	PA 10 of 2005 PA 153 of 2006	7,899,400	3,949,500	3,949,700	200	HCR 58 of 2007	1/15/08
DOC Egeler Correctional Facility Fire Safety Improvements	PA 345 of 2006	8,300,000	8,299,900	N/A	100	HCR 91 of 2008	8/19/08
University of Michigan Ann Arbor Observatory Lodge Renovations	PA 10 of 2005 PA 297 of 2005	11,500,000	7,819,800	3,680,000	200	HCR 37 of 2007	12/18/07

Purpose/Business Case

The purpose of this resolution is to approve the conveyance of property, authorizing the leases between the State Building Authority and the State of Michigan, or by and among the Authority, State, and Educational Institution, and approving the annual rental.

The State Building Authority is the State's primary capital outlay funding mechanism for projects that would otherwise be paid for by the General Fund.

Benefit

The approval of this resolution will allow the State Building Authority to finance the Authority's share of the project with long-term bonds.

Funding Source/ Commitment Level

These projects are currently financed with the short-term notes which will be refinanced with long-term bonds, usually outstanding 15-17 years. The debt service on the bonds will be paid from the annual rental, appropriated annually from the General Fund.

The annual rent for these projects will be as follows.

DIT Michigan Public Safety Communication System Platform Upgrades

\$1,560,000

Zip Code: 48933

DMB Capitol Complex Renovations

\$2,119,000

Zip Code: 48933

DMB SFPP Group D Joint Operations Center

\$235,000

Zip Code: 48933

MSU Chemistry Building Renovations/Cooling Towers

\$1,537,000

Zip Code: 48824

WMU Brown Hall Renovations/Addition

\$730,000

Zip Code: 49008

Alpena CC Instructional Addition/Renovation

\$128,000

Zip Code: 49707

Jackson CC Health Program Expansion and Information Commons

\$577,000

Zip Code: 49201

Lansing CC University Center

\$384,000

Zip Code: 48933

Macomb CC Emergency Services Training Center

\$252,000

Zip Code: 48093

Macomb CC Health Science and Technology Building

\$461,000

Zip Code: 48093

Mid Michigan CC Science and Technology Center

\$633,000

Zip Code: 48625

Montcalm CC Life Science Training Facility

\$231,000

Zip Code: 48885

Schoolcraft College Technical Services Facility

\$386,000

Zip Code: 48152

West Shore CC New Student Learning Center

\$304,000

Zip Code: 49454

DOC Egeler Correctional Facility Fire Safety Improvements

\$681,000

Zip Code: 49201

University of Michigan Ann Arbor Observatory Lodge Renovations

\$601,000

Zip Code: 48109

Risk Assessment

Without approval of this resolution, the projects cannot be bonded and cannot be conveyed to the SBA.

6. Resolution of the State Administrative Board Determining the Rental and Confirming Other Matters Regarding the Lease for the Department of Management and Budget State Facility Preservation Projects-Phase I and II Group A Special Maintenance Roof Repairs and Authorizing the Execution and Delivery of a Continuing Disclosure Agreement

Legislative Background

Project	Public Act	Total Cost	SBA Share	College or University Share	GF/GP Share	House/Senate Concurrent Resolution	Date of Prior SAB Resolution
DMB SFPP Group D Joint Operations Center	PA 10 of 2005 PA 297 of 2005	4,766,255	4,766,255	N/A	200	HCR 8 of 2007	6/5/07

Purpose/Business Case

The purpose of this resolution is to authorize the lease between the State Building Authority and the State of Michigan and approve the annual rental.

The State Building Authority is the State's primary capital outlay funding mechanism for projects that would otherwise be paid for by the General Fund.

Benefit

The approval of this resolution will allow the State Building Authority to finance the Authority's share of the project with long-term bonds.

Funding Source/ Commitment Level

This project is currently financed with the short-term notes which will be refinanced with long-term bonds, usually outstanding 15-17 years. The debt service on the bonds will be paid from the annual rental, appropriated annually from the General Fund.

The annual rent for this project will be as follows.

DMB SFPP Group A Special Maintenance Roof Repairs

\$415,000

Zip Code: 48933

Risk Assessment

Without approval of this resolution, the projects cannot be bonded and cannot be conveyed to the SBA.

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Ms. MacDowell presented the Building Committee Report for the regular meeting of October 28, 2008. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held October 28, 2008, be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

APPROVED

November 5, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Finance and Claims** Committee was held at
11:00 a.m. on **October 28, 2008**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Member: Steve Liedel, representing Approved _____
Governor Granholm

Others: Sherry Bond, James Burris, Janet Rouse, TeAnn Smith, Department of
Management and Budget

The Finance and Claims Committee regular and supplemental agendas were
presented.

Following discussion, Ms. Lopez moved that the regular and supplemental
agendas be recommended to the State Administrative Board for approval
with Item 3(1) of the regular agenda withdrawn. The motion was supported
by Mr. Liedel and unanimously adopted.

Ms. MacDowell adjourned the meeting.

***At the State Administrative Board meeting on November 5, 2008, Items
11(1), 14(3), and 15(1) of the regular agenda were withdrawn by the
Department of Management and Budget.***

A G E N D A

10/23/08 2:00 version

FINANCE AND CLAIMS COMMITTEE

October 28, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center
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STATE ADMINISTRATIVE BOARD

November 5, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center
.

This agenda is for general informational purposes only.
At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

1. DEPARTMENT OF CORRECTIONS

- 1) Montcalm Community College
Sidney, MI

NOT TO EXCEED
\$ 1,939,610.00 Total
FY09-11 100% Federal Fund
To provide credit education in
entrepreneurship and retail management
education to prisoners

2. DEPARTMENT OF HUMAN SERVICES

- 1) Guardian Care
Oak Park, MI

NOT TO EXCEED
\$ 240,000.00 Total
FY09-11 100% Federal Funds
Two-year, 10-month, 26-day
contract for Legal Intervention
and Representative Payee
services for court-appointed
guardianships and DHS-referred
vulnerable adults in Wayne Co.

- 2) Adult Well Being Services
Detroit, MI

NOT TO EXCEED
\$ 240,000.00 Total
FY09-11 100% Federal Funds
Two-year, 10-month, 26-day
contract for Legal Intervention
and Representative Payee
services for court-appointed
guardianships and DHS-referred
vulnerable adults in Wayne Co.

2. DEPARTMENT OF HUMAN SERVICES

- | | | |
|----|---|--|
| 3) | Lutheran Child and Family
Services
Bay City, MI | NOT TO EXCEED
\$ 198,058.00 Total
FY09-10 100% Federal Funds
One-year, 11-month contract for
Teen Parent services |
| | | |
| 4) | Child & Family Services
of the U.P., Inc.
Marquette, MI | NOT TO EXCEED
\$ 124,642.00 Total
FY09-11 100% Federal Funds
Two-year, 10-month contract for
Family Outreach programs in
Dickinson County |
| | | |
| 5) | Good Will Farm Association,
Inc.
Houghton, MI | NOT TO EXCEED
\$ 107,424.00 Total
FY09-11 100% Federal Funds
Two-year, 10-month contract for
Strong Families Safe Children
Services for adoptive and
foster care family support and
for family recruitment |
| | | |
| 6) | Family Outreach Center, Inc.
Grand Rapids, MI | NOT TO EXCEED
\$ 210,658.34 Total
FY09-11 100% Federal Funds
Two-year, 9-month contract for
family and community compact
and kinship services |
| | | |
| 7) | YWCA of West Central
Michigan
Grand Rapids, MI | \$ 450,000.00 Total
FY09-11 100% Federal Funds
Two-year, 11-month contract for
Responsible Fatherhood and
Healthy Co-parenting services
in Kent County |
| | | |
| | Underground Railroad, Inc.
Saginaw, MI | \$ 405,000.00 Total
FY09-11 100% Federal Funds
Two-year, 11-month contract for
Responsible Fatherhood and
Healthy Co-parenting services
in Saginaw County |

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

3. DEPARTMENT OF HUMAN SERVICES

- 1) NeuroHealth Associates, PLC \$ 162,000.00 Amendment
Rochester, MI \$ 282,000.00 New Total
FY09-11 100% General Funds
Additional funds to add Shawono
Center to the contract for
Psychiatric Services at Nokomis
Challenge Center
- 2) Iron County Court \$ 20,000.00 Amendment
Crystal Falls, MI \$ 141,200.00 New Total
FY09 100% GF/GP
Additional funds due to
increased number of juvenile
delinquents needing
transportation services
- 3) Michigan State University \$ 20,000.00 Amendment
Tuscola County MSU \$ 105,000.00 New Total
Extension
Caro, MI **FY09-10** 100% Federal Funds
Additional funds to allow for
additional Building Strong
Families and Adolescents
Services to be provided
- 4) Various DV Series \$ 1,170,120.00 Amendment
(Listing on file) \$ 19,900,825.00 New Total
FY09-10 58% Federal Funds
42% General Funds
Additional funds for rural
Domestic Violence programs
- 5) Various RPS Series \$ 82,912.00 Amendment
(Listing on file) \$ 5,304,757.00 New Total
FY09-10 74% Federal Funds
26% General Funds
Additional funds for Rape
Prevention Services available
from federal discretionary
grant program

4. MICHIGAN GAMING CONTROL BOARD

1)	Lambert, Leser, Isackson, Cook & Giunta Bay City, MI	\$ 375,001.00 Amendment \$ 400,000.00 New Total FY09-11 100% Restricted Funds Additional funds for a three- year extension of the current contract for legal services for a casino bankruptcy case - Correction to an item approved on 9/30/08
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SECTION III - AGENCY SUBMITTED - NEW GRANTS

5. DEPARTMENT OF COMMUNITY HEALTH

1)	Council of Michigan Foundations Detroit, MI	\$ 61,300.00 Total FY09 42.90% Federal Funds 57.10% Local Funds 10-month grant agreement to provide funds for various substance use disorder grants in Michigan
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6. DEPARTMENT OF HUMAN SERVICES

1)	Michigan State University East Lansing, MI	\$ 405,000.00 total FY09-11 70% Restricted 30% Federal Funds Grant for collaborative efforts with "Children's Central" to develop strategies to prevent and protect children from abuse related to media
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7. DEPARTMENT OF LABOR & ECONOMIC GROWTH

- | | | |
|----|---|---|
| 1) | PSC-Michigan Energy
Efficiency Grants
(Listing on file) | \$ 12,499,757.00 Total
FY09-10 100% Restricted Funds
Grant recipients will develop
or improve the quality or
application of energy efficient
technologies and create or
expand the market for such
technologies to benefit
Michigan residents, businesses,
educational institutions and/or
government agencies |
| 2) | Michigan State University
East Lansing, MI | \$ 114,198.00 Total
FY09 17% Restricted Funds
83% Federal Funds
Grantee will conduct a
statewide feedstock assessment
which examines the type,
supply, location, and energy
potential of Michigan biomass
sources |

8. DEPARTMENT OF NATURAL RESOURCES

- | | | |
|----|------------------------------------|--|
| 1) | City of Cheboygan
Cheboygan, MI | \$ 47,000.00 Total
FY09 100% State Restricted
Funding for the construction of
a recreational trailhead
facility |
|----|------------------------------------|--|

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

9. DEPARTMENT OF COMMUNITY HEALTH

- | | | |
|----|------------------------------------|---|
| 1) | The Arc of Michigan
Lansing, MI | \$ 25,000.00 Amendment
\$ 157,000.00 New Total
FY09 100% State GF
Additional funds for a one-year
grant agreement to provide
funding for advocacy services
to persons with developmental
disabilities |
|----|------------------------------------|---|

9. DEPARTMENT OF COMMUNITY HEALTH continued

- 2) Planned Parenthood of
Mid and South MI
Ann Arbor, MI
- \$ 89,255.00 Amendment
\$ 6,019,472.00 New Total
FY09 31% Federal Funds
18% State Restricted Funds
51% Local Funds
Additional funds for a one-year
grant agreement to enable
clients to determine the number
and spacing of their children
and avert potential
maternal/infant deaths and
diseases
- 3) Planned Parenthood of
South Central MI
Kalamazoo, MI
- \$ 164,110.00 Amendment
\$ 1,951,360.00 New Total
FY09 6% Federal Funds
30% State Restricted Funds
64% Local Funds
Additional funds for a one-year
grant agreement to enable
clients to determine the number
and spacing of their children
and avert potential
maternal/infant deaths and
diseases
- 4) Planned Parenthood of
East Central MI
Flint, MI
- \$ 132,600.00 Amendment
\$ 884,773.00 New Total
FY09 27% Federal Funds
16% State Restricted Funds
57% Local Funds
Additional funds for a one-year
grant agreement to enable
clients to determine the number
and spacing of their children
and avert potential
maternal/infant deaths and
diseases

9. DEPARTMENT OF COMMUNITY HEALTH continued

- 5) Planned Parenthood of West \$ 225,580.00 Amendment
and Northern MI \$ 2,145,034.00 New Total
Grand Rapids, MI **FY09** 18% Federal Funds
27% State Restricted Funds
55% Local Funds
Additional funds for a one-year
grant agreement to enable
clients to determine the number
and spacing of their children
and avert potential
maternal/infant deaths and
diseases
- 6) Delta Dental Plan of Michigan \$ 50,273,537.00 Amendment
Lansing, MI \$ 55,859,485.00 New Total
FY09 60% Federal Funds
40% State GF
Additional funds for one-year
grant agreement to administer
the Medicaid dental benefit for
beneficiaries under age 21
- 7) Henry Ford Health System \$ 98,615.00 Amendment
Detroit, MI \$ 7,056,515.00 New Total
FY09 96.1% Federal Funds
3.6% State GF
0.3% State Restricted Funds
Additional funds for one-year
grant agreement to provide
funding for various Community
Health projects
- 8) Michigan Public Health \$ 833,032.00 Amendment
Institute \$ 30,129,923.00 New Total
Okemos, MI **FY09** 57.8% Federal Funds
32.8% State GF
8.6% State Restricted Funds
0.2% Fees Other State Funds
0.6% Local Funds
Additional funds for one-year
grant agreement to provide
funding for various Community
Health projects

9. DEPARTMENT OF COMMUNITY HEALTH continued

9)	Michigan Physical Fitness and Sports Foundation Lansing, MI	\$ 114,461.00 Amendment \$ 6,174,781.00 New Total FY09 3% Fees and Collections 34% State Restricted Funds 62% Local Funds 1% Other Additional funds for one-year grant to provide funding to assist several Michigan communities with development of an active community and promote physical education
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SECTION V - DMB SUBMITTED - NEW CONTRACTS

10. DEPARTMENT OF COMMUNITY HEALTH

1)	Detroit Bio-Medical Laboratories, Inc. Farmington Hills, MI	\$ 278,772.09 (3 years) FY08-11 100% General Funds 071I8200277 Medical Laboratory Services
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11. DEPARTMENT OF HISTORY ARTS, AND LIBRARIES

1)	Computer Systems Eden Prairie, MN	\$ 1,216,532.70 (3 years) FY08-11 100% Revolving Funds 071I8200182 Micrographic (COM) Digital (COLD) Production for Enterprise Reporting and Storage Services
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12. DEPARTMENT OF INFORMATION TECHNOLOGY

1)	ACRO Service Corporation Livonia, MI	NOT TO EXCEED \$ 709,140.00 (3 years) FY09-11 100% General Funds 071I8200192 Aging Information System for the Department of Community Health
2)	bidcorp.com, Inc. Walled Lake, MI	\$ 210,000.00 (3 years) FY09-11 100% Revolving Funds 071I8200297 Internet Auction Services for the Department of Management and Budget

13. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- 1) Wolverine American, Inc. \$ 777,325.00 (3 years)
Redford, MI **FY09-11** 78.7% Federal Funds
21.3 General Funds
071I8200272 Vending Equipment
for the Commission for the
Blind

14. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Lexis/Nexis \$ 300,000.00 (1yr 1mo 15da)
Miamisburg, OH **FY09** 100% Various Funds
071B8200183 Subscription to
Electronic Legal Databases,
Statewide except Treas. And
DLEG
- 2) PTS of America, LLC \$ 1,111,000.00 (1 year)
Nashville, TN **FY09** 100% Various Funds
472R8212907/111R9200001
Transport Services for
Prisoners and Detainees,
Statewide
- 3) Rapid Shred, LLC \$ 431,340.00 (3 years)
Grandville, MI **FY09-11** 100% Restricted Funds
071I8200306 Recycling
Services-Statewide

15. DEPARTMENT OF NATURAL RESOURCES

- 1) Downriver Marine \$ 450,000.00 (5 years)
Wyandotte, MI **FY09-13** 100% Federal Funds
071I8200056 Charter Boat
Inspection Services
- Davis & Company \$ 500,000.00 (5 years)
Lisle, IL **FY09-13** 100% Federal Funds
071I8200056 Charter Boat
Inspection Services
- Manitou Boatworks \$ 500,000.00 (5 years)
Traverse City, MI **FY09-13** 100% Federal Funds
071I8200056 Charter Boat
Inspection Services

16. DEPARTMENT OF STATE POLICE

1)	Central Michigan University Mt. Pleasant, MI	\$ 192,000.00 (1 yr 2 mos.) FY09-10 100% Restricted Funds 551R8200179/071I8200302 Consulting for Safety & Security Services-Personnel Resource Allocation Study
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SECTION VI - DMB SUBMITTED - CONTRACT CHANGES

17. DEPARTMENT OF COMMUNITY HEALTH

1)	Michigan Peer Review Organization Farmington Hills, MI	\$ 1,000,000.00 Amendment \$ 9,153,803.00 New Total FY09-10 75% Federal 25% GF 071B5200162 Additional funding and one-year option to the contract for the Hospital Admission Review and Certification Program
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18. DEPARTMENT OF INFORMATION TECHNOLOGY

1)	Unisys Corporation Okemos, MI	\$ 309,024.96 Amendment \$ 97,074,759.79 New Total FY09 100% Revolving Funds 071B5000692 Additional funding for maintenance of the Unisys Mainframe Hardware/Software for the Michigan Information Processing Center, Data Center Operations
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19. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

1)	Lewis & Ellis Overland Park, KS	\$ 230,000.00 Amendment \$ 730,000.00 New Total FY09-10 100% Restricted Funds 071B5200056 Additional funding and a one-year option to the contract for Actuarial Services for the Office of Financial & Insurance Regulation
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19. DEPARTMENT OF LABOR AND ECONOMIC GROWTH continued

2)	LogoFit, LLC	\$	50,843.92	Amendment
	Flint, MI	\$	465,971.82	New Total
		FY09	100% Federal Funds	
		071I4200338	Additional funds to add DLEG to the Department of Natural Resources contract for Uniforms	

20. DEPARTMENT OF MANAGEMENT AND BUDGET

1)	Kalamazoo Sanitary Supply	\$	900,000.00	Amendment
	Kalamazoo, MI	\$	2,265,267.46	New Total
		FY09	90% GF 10% Various	
		071B7200094	Additional funding for Polyethylene Trash Can Liners, Statewide due to increased usage	

21. DEPARTMENT OF STATE POLICE

1)	Collaborative Testing	\$	28,923.00	Amendment
	Services, Inc.	\$	92,101.00	New Total
	Sterling, VA	FY09	100% General Funds	
		071B7200012	Additional funding and a one-year option to the contract for the annual Proficiency Tests for Forensic Analysts	

22. DEPARTMENT OF TREASURY

1)	Rotary Multiforms, Inc.	\$	378,000.00	Amendment
	Grand Rapids, MI	\$	1,675,994.00	New Total
		FY09-10	100% Restricted Funds	
		071B4200337	Additional funding and a one-year option to the contract for Production of Tax Coupon Books	

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

23. DEPARTMENT OF COMMUNITY HEALTH

- 1) Michael Officer \$189.99

The claimant (08-SAB-132) requests \$189.99 reimbursement for his coat missing while under control of the Department. The Department recommends denial of this claim.

24. DEPARTMENT OF CORRECTIONS

- 1) Eric Rogers #154877 \$490.00

The claimant (08-SAB/DOC-383) requests \$490.00 reimbursement for his TV and typewriter damaged during transfer. The Department recommends approval of \$495.00 this claim.

- 2) Weltha Cobb #162364 \$ 4.10

The claimant (08-SAB/DOC-384) requests \$4.10 reimbursement for 10 stamped envelopes lost while under control of the Department. The Department recommends approval of this claim.

- 3) Jesse Hale #577462 \$179.00

The claimant (08-SAB/DOC-401) requests \$179.00 reimbursement for his TV damaged when he was transferred from one facility to another. The Department recommends approval of this claim.

- 4) Jamal Hudson #664787 \$319.56

The claimant (08-SAB/DOC-400) requests \$319.56 reimbursement for his personnel eyeglasses lost while under control of the Department. The Department recommends approval of \$324.56 for this claim.

- 5) Jamale Stewart #474282 \$ 27.51

The claimant (08-SAB/DOC-402) requests \$27.51 reimbursement for his hobby craft clock lost while under control of the Department. The Department recommends approval of this claim.

24. DEPARTMENT OF CORRECTIONS continued

- 6) Montez Stovall #228511 \$ 26.00

The claimant (08-SAB/DOC-362) requests \$26.00 reimbursement for his birth certificate lost while under control of the Department. The Department recommends approval of this claim.

25. DEPARTMENT OF HUMAN SERVICES

- 1) Terry Lowman \$774.00

The claimant (08-SAB-137) requests \$774.00 reimbursement for her eyeglasses broken while trying to restrain a youth. The Department recommends approval of this claim.

- 2) Terry Lowman \$925.00

The claimant (08-SAB-138) requests \$925.00 reimbursement for her dentures broken while trying to restrain a youth. The Department recommends denial of this claim because she was reimbursed by workers compensation for the dentures.

26. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Marsha Norder \$525.66

The claimant (08-SAB-088) requests \$525.66 reimbursement for damage to her vehicle from a parking lot gate that hit it. The Department recommends approval of this claim.

27. DEPARTMENT OF STATE

- 1) Jerri Rinehart \$ 40.00

The claimant (08-SAB-119) requests \$40.00 reimbursement for a second road test. The Department recommends approval of \$39.00 for the actual amount she paid for the second road test.

28. DEPARTMENT OF STATE POLICE

- 1) Ronald Coleman \$996.37

The claimant (08-SAB-100) requests \$996.37 reimbursement for damage to his vehicle when wind blew a bomb squad trailer into it. The Department recommends approval of this claim.

- 2) Gantt Trucking Company \$200.00

The claimant (08-SAB-103) requests \$200.00 reimbursement for impound charges for having an invalid drivers license. The Department recommends denial of this claim.

29. DEPARTMENT OF TRANSPORTATION

- 1) Peter Jandro \$853.00

The claimant (08-SAB-143) requests \$853.00 reimbursement for damage to his motorcycle when tar and stones hit it. The Department recommends approval of this claim.

- 2) Jason Rumao \$490.00

The claimant (08-SAB-144) requests \$490.00 reimbursement for damage to his vehicle after hitting a pothole. The Department recommends denial of this claim.

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - APPROVAL OF SPECIAL ITEMS

30. DEPARTMENT OF CORRECTIONS

Report of an emergency purchase order in accordance with Administrative Guide Procedure 0620.02 for \$30,303.97 with Dimondale Hospitality Operating, LLC for lodging for corrections officers in the Kurt Jones Class.

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

**S U P P L E M E N T A L
A G E N D A**

10/27/08 11:30 version

FINANCE AND CLAIMS COMMITTEE

October 28, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

November 5, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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This agenda is for general informational purposes only.
At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

1s. DEPARTMENT OF COMMUNITY HEALTH

1) Nan Elizabeth Casey East Lansing, MI	\$ 75,000.00 Total FY09 100% State GF One-year agreement to provide funding for special assistant Attorney General legal services for the Medicaid program
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SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

2s. DEPARTMENT OF HUMAN SERVICES

1) Suttons Bay Public Schools Suttons Bay, MI	\$ 4,042.80 Amendment \$ 27,996.39 New Total FY09-10 100% Federal Funds Additional funding for SF/SC funded SCAP Coordination
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SECTION III - AGENCY SUBMITTED - NEW GRANTS

3s. DEPARTMENT OF COMMUNITY HEALTH

1) National Kidney Foundation of Michigan Ann Arbor, MI	\$ 271,900.00 Total FY09 36% State Restricted 64% Federal Funds One-year grant agreement to provide funding for the prevention and reduction of various cardiovascular related diseases and health issues
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3s. DEPARTMENT OF COMMUNITY HEALTH continued

- | | | |
|----|--|---|
| 2) | Visiting Nurse Association
of Southeastern Michigan
Oak Park, MI | \$ 54,500.00 Total
FY09 100% Federal
One-year grant agreement to
provide funding for the
continuum of care services to
persons living with HIV/AIDS |
| 3) | Special Needs Vision Clinic
Saginaw, MI | \$ 50,000.00 Total
FY09 100% State GF
One-year grant agreement to
provide funding for vision
services to children with
special health care needs |

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

SECTION V - DMB SUBMITTED - NEW CONTRACTS

4s. DEPARTMENT OF INFORMATION TECHNOLOGY

Various RE:START Vendors

**Short-term Staff Augmentation
for Information Technology for
various departments**

- | | | |
|----|---|--|
| 1) | Windy City Technologies
(Mr. Ashok)
Chicago, IL | NOT TO EXCEED
\$ 104,000.00 (1 year)
FY09 100% Federal Funds
071I8200376 To obtain a
Systems Analyst to assist the
Department of Education with a
variety of new and updated
technical documentation and
process improvements |
|----|---|--|

SECTION VI - DMB SUBMITTED - CONTRACT CHANGES

5s. **DEPARTMENT OF INFORMATION TECHNOLOGY**

1)	Various	\$	0.00	Amendment
	(Listing on file)	\$	41,759,727.00	New Total
				Various funding sources
				Six-month extensions to
				contracts under the Critical
				Information Technology Program
				Revitalization Pre-Qualified
				Vendor Program

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - APPROVAL OF SPECIAL ITEMS

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

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Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of October 28, 2008. After review of the foregoing Finance and Claims Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held October 28, 2008, be approved and adopted with the withdrawal of Items 11(1), 14(3), and 15(1) of the regular agenda at the November 5, 2008, State Administrative Board meeting. The motion was supported by Mr. Herzig and unanimously approved.

APPROVED

November 5, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Transportation and Natural Resources**
Committee was held at **3:30 p.m.** on **October 29, 2008**. Those present
being:

Chairperson: Duane Berger, representing Approved _____
Secretary of State Land

Member: _____, representing Approved _____
Lt. Governor Cherry

Member: James Shell, representing Approved _____
Attorney General Cox

Others: Sherry Bond, Janet Rouse, Department of Management and Budget;
Mike Blackledge, Keith Brown, Connie Hanrahan, Patrick Scarlett,
Betsy Steudle, Department of Transportation

There was no Department of Natural Resources agenda presented.

There was no Department of Environmental Quality agenda presented.

Retroactive letters were received from the Director of the
Department of Transportation, Kirk T. Steudle, regarding Items 10
and 34 of the regular agenda.

The Department of Transportation regular agenda was presented.

Following discussion, Mr. Shell moved that the Transportation regular
agenda be recommended to the State Administrative Board for approval
with Item 57 of the regular agenda withdrawn and Items 20, 23 through
28, 31, 33, 34, 37, 38, 40, 41, 43, 44, 47, 52, 59, 61 through 74, and
77 of the regular agenda contingent upon approval at the State
Transportation Commission meeting on October 30, 2008. Supported by Mr.
Berger, the motion was unanimously adopted.

Mr. Berger adjourned the meeting.

***At the State Administrative Board meeting on November 5, 2008, Item 59
was withdrawn from the Transportation regular agenda by the Department
of Transportation.***

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: October 29, 2008– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: November 5, 2008 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

CONTRACTS

1. **AERONAUTICS AND FREIGHT (Aeronautics) – Resolution “A” (Transfer to Governmental Agency)**

The subject property is located at Romeo State Airport in Ray Township, Macomb County, Michigan. The Road Commission of Macomb County has requested an easement to improve 31 Mile Road with a deceleration lane. The deceleration lane is needed to improve access to the existing temporary drive used to access hangars from 31 Mile Road. The County will issue a permanent drive permit to MDOT for hangar access after the easement is transferred to the County. The easement requested will not adversely impact future development of the airport, and the exchange of easement and drive permit is considered mutual benefits.

Criticality: Failure to process this transfer could result in MDOT’s loss of access to the hangars, as the county could close the temporary drive.

Purpose/Business Case: The purpose of the easement transfer is to grant an easement to Macomb County so that it can improve 31 Mile Road with a deceleration lane to improve access to hangars at the airport. The property to be encumbered by the easement will not be adversely affected by the easement.

Benefit: MDOT benefits by receiving a drive permit to access hangars in exchange for the easement.

Funding Source: N/A.

Commitment Level: The easement will not adversely impact future transportation purposes.

Risk Assessment: Failure to process this transfer could result in MDOT’s loss of access to the hangars, as the county could close the temporary drive.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48096.

2. AERONAUTICS AND FREIGHT (Aeronautics) – Resolution “B” (Transfer to Governmental Agency)

The subject property is located at Romeo State Airport in Ray Township, Macomb County, Michigan. The Drain Commissioner of Macomb County has requested an easement to relocate Nims Drain, which is necessary to improve 31 Mile Road with a deceleration lane. The deceleration lane is needed to improve access to the existing temporary drive used to access hangars from 31 Mile Road. The county will issue a permanent drive permit to MDOT for hangar access after Nims Drain has been relocated. The easement requested will not adversely impact future development of the airport, and the exchange of easement and drive permit is considered mutual benefits.

Criticality: Failure to process this transfer could result in MDOT’s loss of access to the hangars, as the county could close the temporary drive.

Purpose/Business Case: To grant an easement to the Macomb County Drain Commissioner so that a county drain can be relocated and 31 Mile Road can be improved with a deceleration lane to improve access to hangars at the airport. The property to be encumbered by the easement will not be adversely affected.

Benefit: MDOT benefits by receiving a drive permit to access hangars in exchange for the drain easement.

Funding Source: N/A.

Commitment Level: The easement will not adversely impact future transportation purposes.

Risk Assessment: Failure to process this transfer could result in MDOT’s loss of access to the hangars, as the county could close the temporary drive.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48096.

3. HIGHWAYS (Real Estate) – Resolution “A” (Direct Sale to Local Municipality)
Tract 1143, Control Section 11112, Parcel 287 Part A

The subject tract is located in the township of Sodus, Berrien County, Michigan, and contains approximately 1,800 square feet. The property was appraised by David Normand, Southwest Region Property Analyst December 18, 2007, at \$500. The appraised property was approved for sale by Patrick Scarlett, Supervisor, Program and Property Management Services Unit, Project Development Section, Real Estate Division, December 27, 2007, at the amount of \$500. The subject tract was offered to the local municipality per procedural requirements. The acquisition of this property will allow the Township of Sodus to mitigate a septic problem that is affecting several adjoining property owners. The ten-year reversionary clause restricting the property to a public use has been waived. The Township of Sodus has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$500, which represents payment in full. The property was determined to be excess by the Bureau of Highways – Development.

Criticality: This is a revenue-generating sale. Failure to process this transaction would result in lost revenue to the state.

Purpose/Business Case: The purpose of excess property sales is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties, which returns revenue to the state.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price is based on that appraised value.

Risk Assessment: If excess property is not sold, the amount of state revenue will be reduced.

* Denotes a non-standard contract/amendment

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A

New Project Identification: N/A.

Zip Code: 49126.

4. AERONAUTICS AND FREIGHT (Aeronautics) - Purchase of Snow Removal Equipment

Contract (2008-0548) between MDOT and the Livingston County Board of Commissioners will provide federal and state grant funds for the purchase of snow removal equipment (SRE) at the Livingston County-Spencer J. Hardy Airport in Howell, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$150,000. Source of Funds: FAA Funds (via block grant) - \$142,500; State Restricted Aeronautics Funds - \$3,750; Livingston County Funds - \$3,750.

Criticality: The purchase of the SRE will increase safety margins for aeronautical operations by providing a means of more effectively removing snow. This equipment is essential to maintaining safe winter access at the airport.

Purpose/Business Case: To provide for the purchase of SRE (sweeper, blower, plow, and tractor).

Benefit: Will allow the airport to remove snow efficiently and to remain open regardless of the season.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Livingston County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The equipment was bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48855.

5. AERONAUTICS AND FREIGHT (Aeronautics) - Conduct of Aeronautical Survey

Contract (2008-0549) between MDOT and the City of Allegan will provide federal and state grant funds for the conduct of an aeronautical survey for runway 11/29 at the Padgham Field in Allegan, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$29,650. Source of Funds: FAA Funds (via block grant) - \$28,168; State Restricted Aeronautics Funds - \$741; City of Allegan Funds - \$741.

Criticality: The project will identify potential obstructions in the new runway approaches. This information is required by the FAA for the development of approach plates for the new runway.

Purpose/Business Case: To provide for the conduct of an aeronautical survey for runway 11/29.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% City of Allegan Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49010.

6. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Terminal Building

Contract (2008-0550) between MDOT and the Gogebic County Board of Commissioners will provide state grant funds for the design of a new commercial service terminal building at the Gogebic-Iron County Airport in Ironwood, Michigan. The contract will be in effect from the date of award through 20 years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of 20 years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$130,000. Source of Funds: State Bond Funds - \$117,000; Gogebic County Funds - \$13,000.

Criticality: This project will increase the airport's capacity for passenger operations and administrative services and is essential to creating a safer and more efficient system. The design phase must be completed at this time to allow construction to begin during the 2009 construction season.

Purpose/Business Case: To provide for the development of engineering plans for a new commercial service terminal building.

Benefit: Will provide a design that will meet all federal and state safety and airport design standards.

Funding Source: 90% State Bond Funds and 10% Gogebic County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local government cannot afford the cost at this time without state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49938.

7. AERONAUTICS AND FREIGHT (Aeronautics) - Purchase of Equipment and Land Acquisition

Contract (2009-0054) between MDOT and the City of Three Rivers will provide federal and state grant funds for the purchase of snow removal equipment and for the local repayment of land acquisition costs for parcel 15 at the Three Rivers Municipal-Dr. Haines Airport in Three Rivers, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$202,930. Source of Funds: FAA Funds (via block grant) - \$128,000; State Bond Funds - \$28,000; City of Three Rivers Funds - \$46,930.

Criticality: The snow removal equipment will increase safety margins for aeronautical operations by providing a means of more effectively removing snow. This equipment is essential to maintaining safe winter access at the airport. The land was acquired in order to control the runway protection zones (RPZ), in accordance with FAA safety requirements.

Purpose/Business Case: To provide for the purchase of snow removal equipment and for the local repayment of ineligible land acquisition costs for parcel 15.

Benefit: Will enhance airport safety.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Three Rivers Funds (for the equipment). The City of Three Rivers will pay 100% of the land costs for parcel 15.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The equipment was bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49093.

8. AERONAUTICS AND FREIGHT (Aeronautics) - Installation of Fencing and Relocation of Threshold

Contract (2009-0055) between MDOT and the City of Clare will provide federal and state grant funds for the installation of terminal fencing and the relocation of the threshold on runway 4 at the Clare Municipal Airport in Clare, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$116,500. Source of Funds: FAA Funds (via block grant) - \$93,200; State Bond Funds - \$20,387; City of Clare Funds - \$2,913.

Criticality: This project will enhance airport safety. Removing the displaced threshold will bring the airport into compliance and allow it to utilize the existing full runway length. Delaying the project could impact airport safety.

Purpose/Business Case: To provide for the installation of terminal fencing and the relocation of the threshold on runway 4.

Benefit: Will enhance airport safety.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Clare Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48617.

9. AERONAUTICS AND FREIGHT (Aeronautics) - Airport Crack Sealing and Paint Marking

Contract (2009-0056) between MDOT and the City of Grand Ledge will provide federal and state grant funds for airport crack sealing and paint marking at the Abrams Municipal Airport in Grand Ledge, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$11,000. Source of Funds: FAA Funds (via block grant) - \$10,450; State Restricted Aeronautics Funds - \$275; City of Grand Ledge Funds - \$275.

Criticality: The FAA requires that airport pavements be marked with paint to indicate the centers and edges of runways, taxiways, and aprons; aircraft stopping points; and runway approaches. The FAA also requires that pavement cracks be sealed to extend pavement life and reduce the need for repairs and costly rehabilitation. Delaying these projects could impact airport safety.

Purpose/Business Case: To provide for airport crack sealing and paint marking.

Benefit: Will enhance airport safety and preserve airfield pavements.

* Denotes a non-standard contract/amendment

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% City of Grand Ledge Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were eight bidders for crack sealing and four bidders for paint marking.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48837.

10. *FINANCE & ADMINISTRATION - Welcome Center Operations

Retroactive Memorandum of Understanding (MOU) (2009-0080) between MDOT and the Michigan Economic Development Corporation (MEDC) will provide for MEDC to administer the daily operations of the Michigan Welcome Centers for FY 2009 (35 days retroactive). MDOT will retain control of the welcome centers and will determine policy and the services provided. Upon award, the MOU will be in effect from October 1, 2008, through September 30, 2009. The MOU amount will be \$4,796,500. Source of Funds: 100% State Restricted Trunkline Funds.

This MOU is retroactive because of delays in the approval of MDOT's fiscal year (FY) 2009 appropriations bill.

Criticality: Approval of this MOU will allow MEDC to continue to administer the daily operations of the Michigan Welcome Centers, including the travel information program and janitorial services.

Purpose/Business Case: To provide for MEDC to administer the daily operations of MDOT's 14 welcome centers for FY 2009. MEDC will administer the travel information program and the janitorial services contracts. MDOT and MEDC will work together to deliver travel information services to travelers and to integrate these services into an effective state tourism promotional effort.

Benefit: MEDC, through its Travel Michigan Program, works closely with the tourism industry to determine effective ways of marketing Michigan as a vacation destination. MEDC's understanding of the state's tourism industry and marketing efforts will enhance the travel information program in the welcome centers.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The MOU amount is based on cost estimates.

Risk Assessment: Not providing travel information at MDOT's welcome centers could negatively impact the state's tourism industry.

Cost Reduction: The MOU will be based on actual costs incurred up to the maximum contract amount.

Selection: N/A.

New Project Identification: This MOU will provide for the continuation of an existing program.

Zip Code: 48909.

11. HIGHWAYS – Time Extension

Amendatory Contract (2000-1010/A8) between MDOT and Corradino Group of Michigan, Inc., will extend the contract term by one year to provide the sufficient time for the consultant to complete the analysis and data collection for the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) to allow the development of a regional intermodal facility with sufficient capacity to meet current and future demands. The additional time is needed because recent changes to the rail yard requested by the participating railroads require the update of the environmental documents. The original contract provides for the conduct of a feasibility study for the Detroit Intermodal Freight Terminal (DIFT) (CS 82900 - JN 49860). The revised contract term will be, February 5, 2001, through December 1, 2009. The contract amount remains unchanged at \$7,574,141.02. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Criticality: If this amendment were delayed, the contract would expire and the consultant would have to stop work on the project. Key meetings with railroad partners, businesses, and local citizens would be canceled and schedules delayed. Project momentum would be lost. The railroads could consider other options, possibly outside Michigan, for investing their funds, which could result in the loss of this project and its benefits. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: This amendment will allow the consultant to update the environmental documents to reflect changes to the rail yard requested by the participating railroads. The DIFT Project will improve intermodal freight opportunities and efficiencies to support the economic competitiveness of Southeast Michigan and the state as a whole.

Benefit: This amendment will allow the consultant to complete the analysis and data collection for the FEIS and ROD, which will allow the plans for the regional intermodal facility to be developed with sufficient capacity to meet current and future demands.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, needed updates for the planning of Detroit's intermodal facility cannot be made.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48209.

12. HIGHWAYS - IDS University Research Services

Authorization Revision (Z12/R1) under Contract (2003-0026) between MDOT and the University of Michigan (U of M) will extend the authorization term by approximately ten months to provide sufficient time for the university to complete the research project. Additional time is needed because new and existing data collection venues need further evaluation and development. The original authorization provides for evaluation and documentation of the technical benefits of the Michigan Vehicle Infrastructure Integration (VII) Program. U of M will provide formal documentation of the program for publication. The revised authorization term will be August 30, 2006, through September 30, 2009. The authorization amount remains unchanged at \$800,000. The contract term is from October 21, 2003, through October 21, 2006, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project supports the VII Data Use Analysis and Processing (DUAP) Program, an MDOT research initiative supported by the United States Department of Transportation (US DOT) to evaluate the impacts of new data and data sources associated with the VII Program on how departments of transportation handle traveler information, asset management, and weather impact responses. Not extending this authorization to allow the project to be completed would negatively impact Michigan's leadership position within the VII community, which, to date, has resulted in a significant investment from the US DOT and private industry in Michigan.

Purpose/Business Case: To extend the authorization term by approximately ten months to provide sufficient time for the university to complete the research project. Additional time is needed because new and existing data collection venues need further evaluation and development.

Benefit: The additional time will allow quality control checks and analyses of the data collection to be completed and will help to ensure that all DUAP Program contractual scoping requirements are achieved. U of M will provide research oversight and evaluation for the work conducted by MDOT's consultant for the DUAP project.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, quality control checks and analyses of the data collection may not be completed and the project could lack needed oversight and evaluation.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48109.

13. HIGHWAYS - Time Extension

Amendatory Contract (2003-0630/A1) between MDOT and Tetra Tech of Michigan, P.C., will extend the contract term by three months to provide sufficient time for the consultant to complete the 2008 annual report. The additional time is needed because the current MDOT Phase II storm water discharge permit requires submittal of a report to the Michigan Department of Environmental Quality (MDEQ) summarizing the program accomplishments for calendar year 2008 (CS 84900 – JN 1045720). The original contract provides for assistance with the implementation of the Phase II Statewide Storm Water Management Program, as required under federal statutes (CS 84900 – JN 771720). The revised contract term will be December 2, 2003, through March 31, 2009. The contract amount remains unchanged at \$1,981,679.84. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The contract will expire on December 31, 2008. The additional time will allow the consultant to complete the 2008 annual report. MDOT is currently operating under a MDEQ NPDES Phase II Storm Water Discharge Permit that will expire on March 31, 2009. At that time, a new five-year permit must be established. The consultant will prepare the 2008 program status report required by MDOT's current permit and will work with MDOT staff to negotiate the language of the new permit with MDEQ. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the contract term by three months to provide sufficient time for the consultant to complete the 2008 annual report. The additional time is needed because the current MDOT Phase II storm water discharge permit requires submittal of a report to MDEQ summarizing the program accomplishments for calendar year 2008.

Benefit: The amendment will allow the consultant to complete the 2008 annual report and assist MDOT staff in establishing the next five-year permit. Permit discussions are currently underway with MDEQ staff. The time extension will allow MDOT to establish a new consultant services contract for continued storm water program support without a break in this support function.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, the consultant will not be able to complete the 2008 annual report or to assist MDOT staff in negotiating and establishing the next five-year permit, and there could be an interruption in the provision of storm water program support services.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

14. HIGHWAYS - IDS University Research Services

Authorization (Z3) under Contract (2006-0415) between MDOT and Western Michigan University will provide for an investigation of the behavior and performance of highly skewed jointless bridges. The university will provide recommendations for changes or modifications to design procedures based on field evaluations and the results of analytical investigations. The authorization will be in effect from the date of award through 23 months. The authorization amount will be \$265,022.63. The contract term is from July 13, 2006, through July 12, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project is critical to a better understanding of the behavior of highly skewed jointless bridges. Because of their complexity, skewed bridges may require more design and maintenance work than straight bridges. The effects of skewing on jointless bridges have not been studied. The university will develop design recommendations to help increase the efficiency and safety of skewed bridges.

Purpose/Business Case: To provide for an investigation of the behavior of highly skewed jointless bridges through field inspections, instrumentation and monitoring, and computer modeling and for the development of design recommendations.

Benefit: Will provide for the development of design recommendations for more efficient and durable bridges, including the reduction of premature localized concrete failure, which will increase safety and reduce maintenance costs.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, an opportunity could be lost to improve the design of jointless skewed bridges to reduce premature localized concrete failure, improve safety, and reduce maintenance costs.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49008.

15. HIGHWAYS – Time Extension

Amendatory Contract (2006-0523/A1) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the contract term by two years to provide sufficient time for the consultant to complete the services. The additional time is needed because MDOT has limited experience planning this type of work and didn't originally provide sufficient time for the project to be completed. The original contract provides for the procurement, installation, and integration of Intelligent Transportation System (ITS) devices, including communications equipment and microwave radios, into the existing Michigan Intelligent Transportation System (MITS). The revised contract term will be November 30, 2006, through February 1, 2011. The contract amount remains unchanged at \$5,858,983.26. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Responsible deployment and operation of ITS resources along the state trunkline system in the Metro Region is critical for the safe and efficient operation of the freeway system. This amendment must be approved before the contract expires on February 1, 2009.

Purpose/Business Case: To extend the contract term to provide sufficient time for the consultant to complete the integration services.

Benefit: The new ITS devices will be integrated with the existing MITS equipment without disruption.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: Low bid.

Risk Assessment: If this amendment is not approved, the project may suffer undue delays and higher costs may result. If the integration services are not completed, the management of the region's ITS assets and freeway system could be compromised.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: N/A for amendment; qualifications-based/low bid for original contract.

New Project Identification: This is not a new project.

Zip Code: 48075.

16. HIGHWAYS – Time Extension

Amendatory Contract (2007-0371/A1) between MDOT and Mixon/Hill of Michigan, Inc., will extend the contract term by nine months to provide sufficient time for the consultant to collect additional data. More data is needed as a result of modified initiatives and data collection ideas that have developed since the start of the project. The original contract provides for an evaluation of the usage and impact of the Vehicle Infrastructure Integration (VII) program using the Data Use Analysis and Processing Program. The revised contract term will be from February 15, 2007, through September 30, 2009. The contract amount remains unchanged at \$3,500,000. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Responsible management of Intelligent Transportation System (ITS) research projects is critical for the safe and efficient operation of the freeway system in Michigan. This amendment must be approved before the contract expires on December 31, 2008.

Purpose/Business Case: To provide sufficient time for the consultant to collect additional data that is needed because of modified initiatives and data collection ideas that have developed since the start of the project. The additional data is required for project completion.

Benefit: The additional time will allow additional traffic and traveler information to be collected from new and existing sources. This will allow researchers to conduct testing and validation for the system's capabilities.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, the additional data will not be collected, the project will not be completed, and the investment already made in the project will be jeopardized.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

17. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z18/R1) under Contract (2007-0801) between MDOT and URS Corporation Great Lakes will provide for the performance of additional design services and will increase the authorization amount by \$103,788.17. The additional services will include completing full plan sets for the concrete pavement alternative and the hot mix asphalt (HMA) pavement alternative. The original contract provides for the performance of design services for the rehabilitation of I-96 from College Road to Meridian Road, Ingham County (CS 33084 - JN 84130C). The authorization term remains unchanged, March 20, 2008, through September 30, 2010. The revised contract amount will be \$520,938.46. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This project has been selected to be let as an alternative bid project; it requires additional engineering, drafting, and plan preparation. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional design services, including completing full plan sets for both the concrete pavement alternative and the HMA pavement alternative.

Benefit: The project will help to reduce congestion, decrease user delays, and increase the safety of the roadways.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved and the project is not completed, congestion and user delays will continue, and an opportunity could be lost to improve roadway safety.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48864.

18. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2008-0009) between MDOT and Tetra Tech of Michigan, P.C., will provide for design services to be performed for road scoping work on M-34 from Hazen Creek east to M-52 and on US-127 from M-34 north to US-223 in Lenawee and Hillsdale Counties (CS 30071 - JN 1038320). The work items include site reviews, analysis of findings, and report preparation. The authorization will be in effect from the date of award through October 17, 2010. The authorization amount will be \$124,420.33. The contract term is October 18, 2007, through October 17, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The scoping work will help the University Region to determine many of its long-term goals. The project will provide accurate cost estimates for the preservation of the M-34 and US-127 corridors, in accordance with the University Region's strategy for improving pavement condition and the safety of the existing roadway system.

Purpose/Business Case: To provide for design services to be performed for road scoping work on M-34 from Hazen Creek east to M-52 and on US-127 from M-34 north to US-223 in Lenawee and Hillsdale Counties.

Benefit: This project will provide accurate cost estimates for the preservation of the M-34 and US-127 corridors, in accordance with the University Region's strategy for improving pavement condition and the safety of the existing roadway system.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not performed, costs could be greater during the design phase.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49221.

19. *HIGHWAYS - Increase Amount

Amendatory Contract (2008-0506/A1) between MDOT and Central Michigan University will increase the contract amount by \$84,444.66 to provide funding for fiscal year 2009 activities. The original contract provides for the development of a multi-media toolkit on the effects of aging on driving ability. The Senior Transportation Education and Awareness Toolkit will be used to educate adults over the age of 65 and their caregivers, families, and friends on such aspects of senior mobility as safe driving practices, available roadway safety enhancements, transportation options, driver training courses, and self assessment resources. The original contract provides project funding for a portion of fiscal year 2008 and is to be amended to add funding for subsequent fiscal years as that funding becomes available. The contract term remains unchanged, September 4, 2008, through September 30, 2010. The revised contract amount will be \$90,016.54. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project is part of the Statewide Strategic Highway Safety Plan to help reduce crashes involving older adults. Finding ways to communicate with older drivers and to assist in mobility planning for the aging population will help to reduce crashes and fatalities on Michigan roadways.

Purpose/Business Case: To increase the contract amount by \$84,444.66 to provide funding for fiscal year 2009 activities. The original contract provides for the development of a multi-media toolkit on the effects of aging on driving ability. Senior mobility remains an issue of major concern in the United States. As the population of the United States is aging, its older population will double over the next 30 years. This project will focus on such aspects of senior mobility as safe driving practices, available roadway safety enhancements, transportation options, driver training courses, and self assessment resources and will encourage drivers to make appropriate choices as they age to maximize personal safety and the safety of our communities.

Benefit: Will educate adults over the age of 65 and their caregivers, families, and friends on such aspects of senior mobility as safe driving practices, available roadway safety enhancements, transportation options, driver training courses, and self assessment resources. Communicating with older drivers and planning for the mobility of the aging population will help to reduce crashes and fatalities on Michigan roadways.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved and the services are not provided, an opportunity will be lost to reduce crashes involving older drivers by engaging in mobility planning for the aging population and communicating with adults over the age of 65 and their caregivers, families, and friends on important aspects of senior mobility.

Cost Reduction: Costs in professional service contracts are based on an actual cost not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment and for original contract.

New Project Identification: This is a new project.

Zip Code: 48909.

20. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2008-5384) between MDOT and the City of Grand Rapids will provide for participation in the following improvements:

Traffic signal optimization implementation and timing installation work at 92 locations along various federal aid routes within the limits of the city of Grand Rapids.

Estimated Funds:

Federal Highway Administration Funds	\$43,947.20
City of Grand Rapids Funds	<u>\$10,986.80</u>
Total Funds	<u>\$54,934.00</u>

CM 41400 – 102391; Kent County
Local Force Account

Criticality: This project will improve air quality by improving vehicular movement and minimizing traffic congestion and delays. Delaying this project would adversely affect Michigan's goal to meet and maintain air quality standards and to limit emissions of hazardous and toxic pollutants. Delaying the project could also result in forfeiture of federal funding and adversely affect the safety of motorists.

Purpose/Business Case: To optimize traffic signal timing.

Benefit: Improved intersection operation.

Funding Source: Federal Congestion Mitigation and Air Quality Funds and City of Grand Rapids Funds.

Commitment Level: \$43,947.20 not to exceed 80% federal with the balance by the City of Grand Rapids.

Risk Assessment: Without this contract, the City cannot receive these federal funds.

Cost Reduction: Local agency to perform the work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

* Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: Improvement of existing traffic signal system.

Zip Code: 49503.

21. HIGHWAYS – Engineering Services for Trunkline Railroad Construction Contract
Contract (2008-5395) between MDOT and the Michigan Transit Museum will define the responsibilities of the parties for the performance of improvements to the tracks of the Michigan Transit Museum with Highway M-3 in Mt. Clemens, Michigan.

Estimated Funds:

Federal Highway Administration Funds	\$436,500
State Restricted Trunkline Funds	\$ 48,500
Michigan Transit Museum	\$ 0
Total Funds	<u>\$485,000</u>

STR 50051-88488; Macomb County
Railroad Force Account Work

Criticality: The railroad work is required in the interest of public safety. This railroad work must be done in conjunction with the related roadway project being let in September 2008. Delaying the railroad work would stop the roadway work and result in additional payment to the contractor for the delay.

Purpose/Business Case: To reconstruct railroad crossing surfaces and upgrade railroad warning devices.

Benefit: Increased safety by providing smooth crossing surfaces and adding gates due to limited sight distance along the railroad tracks.

Funding Source: Federal Surface Transportation Rail Highway Funds and State Trunkline Funds.

Commitment Level: 90% federal, 10% state; based on estimate.

Risk Assessment: Vehicles will continue to experience rough crossings and restricted train approach sight distance.

Cost Reduction: Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Improvements to existing railroad crossings.

Zip Code: 48043.

22. HIGHWAYS - Participation for Preliminary Engineering Errors
Contract (2008-5396) between MDOT and TY Lin International Great Lakes, Inc., will provide for reimbursement by the consultant for extra work required for the testing of steel on structures S07-3 and S07-4 of 63172, which carry the eastbound and westbound Highway M-24 connector over Highway I-75 in the city of Auburn Hills, due to errors and omissions involved in the preparation of design plans.

Estimated Funds:

TY Lin International Funds	<u>\$10,397.86</u>
Total Funds	<u>\$10,397.86</u>

63174; Oakland County
Testing

Criticality: The consultant wishes to repay MDOT for design errors and delays.
Purpose/Business Case: To provide for reparations by the consultant for additional costs required to test steel due to design errors in a bridge rehabilitation project.
Benefit: MDOT will be reimbursed for costs incurred due to the testing of steel on existing structures.
Funding Source: TY Lin International Great Lakes, Inc.
Commitment Level: 100% TY Lin International Great Lakes, Inc.
Risk Assessment: Without this agreement, MDOT would not be able to bill the consultant.
Cost Reduction: Negotiated price with contractor to be repaid by the consultant.
Selection: N/A.
New Project Identification: This is not a new project.
Zip Code: 48326.

23. HIGHWAYS - Participation for Local Agency Construction Contract
 Contract (2008-5411) between MDOT and the Genesee County Road Commission will provide for participation in the following improvements:

Traffic signal upgrading work at the intersection of Grand Blanc Road and Torrey Road.

Estimated Funds:

Federal Highway Administration Funds	\$29,400
Genesee County Road Commission Funds	<u>\$ 7,400</u>
Total Funds	<u>\$36,800</u>

STH 25609 - 100323
 Local Force Account

Criticality: This project will improve vehicular traffic movement at the signalized intersection. Delaying this project would adversely affect the motorist safety.
Purpose/Business Case: To upgrade the existing traffic signals.
Benefit: Improved intersection operation and safety.
Funding Source: Federal Surface Transportation Program Funds and Genesee County Road Commission Funds.
Commitment Level: 80% federal, 20% Genesee County Road Commission.
Risk Assessment: Without this contract, the County cannot receive these federal funds.
Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.
Selection: N/A.
New Project Identification: Improvement of existing traffic signals.
Zip Code: 48439.

24. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2008-5412) between MDOT and the Muskegon County Road Commission will provide for participation in the following improvements:

Guardrail upgrading work for bridge approaches at Moorland Road and the JTB&S Drain, Moorland Road over Crockery Creek, and Indian Bay Road over Flower Creek.

Estimated Funds:

Federal Highway Administration Funds	\$75,200
Muskegon County Road Commission Funds	<u>\$18,800</u>
Total Funds	<u>\$94,000</u>

STH 61609 - 100364
Local Force Account

Criticality: This project is for reducing the potential for and severity of accidents involving vehicles at the approaches to three bridges. Delaying this project would adversely affect motorist safety.

Purpose/Business Case: To upgrade existing guardrail at bridge approaches.

Benefit: Improved safety at bridge approaches.

Funding Source: Federal Surface Transportation Program Funds and Muskegon County Road Commission Funds.

Commitment Level: 80% federal, 20% Muskegon County Road Commission.

Risk Assessment: Without this contract, the County cannot receive these federal funds.

Cost Reduction: Local agency to perform the work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing guardrail.

Zip Code: 49442.

25. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2008-5417) between MDOT and the City of Lansing will provide for participation in the following improvements:

Traffic signal timing and traffic detection installation work at the following locations:

Jolly Road at Pennsylvania Avenue
Aurelius Road at Jolly Road
Collins Road at Jolly Road
Dunckel Road at Jolly Road
Cavanaugh Road at Dunckel Road
Collins Road at Dunckel Road
Keystone Avenue at Pennsylvania Avenue
Miller Road at Pennsylvania Avenue
Pierpont Street at Pennsylvania Avenue
Cedar Street at American Road/Pennsylvania Avenue

Estimated Funds:

Federal Highway Administration Funds	\$30,000
City of Lansing Funds	\$ 0
Total Funds	<u>\$30,000</u>

CMG 33400 – 102212; Ingham County
Local Force Account

Criticality: This project will improve air quality by improving vehicular movement and minimizing traffic congestion and delays. Delaying this project would adversely affect Michigan's goal to meet and maintain air quality standards and to limit emissions of hazardous and toxic pollutants. Delaying this project could also adversely affect the safety of motorists.

Purpose/Business Case: To upgrade the existing traffic signal system.

Benefit: Improved intersection operation and safety.

Funding Source: Federal Congestion Mitigation and Air Quality Funds.

Commitment Level: \$30,000 not to exceed 100% federal.

Risk Assessment: Without this contract, the City cannot receive these federal funds.

Cost Reduction: Local agency to perform the work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing traffic signal system.

Zip Code: 48911.

26. HIGHWAYS - Participation for Local Agency Construction Contract
Amendatory Contract (2008-5421) between MDOT and the St. Clair County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Highway M-29 from approximately 0.1 miles south of Old River Road to approximately 0.1 miles north of Wills Street.

TED Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$683,761. The match will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction portion only of this TED project.

The purpose of this amendment is to provide for an increase in the state participation ratio from 80 percent to 100 percent. The maximum amount of state funds for the contract remains limited to \$1,092,529. The estimated cost of the work reflects the maximum amount in which the state will participate.

Estimated Funds:

State Restricted TED Funds	\$1,092,529
St. Clair County Road Commission Funds	\$ 0
Total Funds	<u>\$1,092,529</u>

EDA 77522 – 103604
Amendment

Criticality: The St. Clair County Road Commission volunteered to advertise and award the construction contract for this work along a state trunkline on behalf of MDOT. The County is expecting reimbursement from MDOT for the full amount of the construction costs of the project. Delaying this project would keep the County from being properly reimbursed.

Purpose/Business Case: To increase the state participation ratio from 80 percent to 100 percent.

Benefit: The County volunteered to enter into a contract with the contractor to perform this work on behalf of MDOT so that the project could meet the timeline set by Chrysler. The amendment will allow the County to receive the proper amount of state funds for the project.

Funding Source: State Transportation Economic Development Funds.

Commitment Level: 100% state up to \$1,092,529 and the balance, if any, by the St. Clair County Road Commission; based on estimate.

Risk Assessment: Without this contract, the County would be paying for work on MDOT's behalf without sufficient reimbursement.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48040.

27. HIGHWAYS - Participation for Local Agency Contract
Contract (2008-5427) between MDOT and the Alger County Road Commission will provide for funding participation in the following improvements utilizing Local Jobs Today Funds:

PART A

The performance of right-of-way services for the reconstruction of Highway H-58 from Buck Hill Road to Kingston Corners and from Kingston Corners to the south buffer boundary line of Pictured Rocks National Lakeshore.

PART B

The performance of right-of-way services for the reconstruction of Highway H-58 from the border of the Pictured Rocks National Lakeshore to approximately 500 feet west of Hurricane River.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$19,500	\$19,000	\$38,500
State Restricted Local Jobs Today Funds	\$ 4,900	\$ 4,700	\$ 9,600
Alger County Road Commission Funds	\$ 0	\$ 0	\$ 0
Total Funds	<u>\$24,400</u>	<u>\$23,700</u>	<u>\$48,100</u>

TIP 02003 – 88434; 88435

Right-of-Way Services

Criticality: The right-of-way phase of this project has been approved under the Local Jobs Today Program, which is part of a comprehensive economic plan to create jobs and stimulate Michigan's economy.

Purpose/Business Case: To provide for participation in transportation activities under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU).

Benefit: Will allow the project to move forward and funds from SAFETEA-LU to be expended.

Funding Source: Federal Transportation Improvements Projects Funds and State Local Jobs Today Funds.

Commitment Level: 80% federal, 20% state; based on estimate

Risk Assessment: Without this contract, the County cannot receive these federal funds.

Cost Reduction: Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49862.

28. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2008-5428) between MDOT and the Schoolcraft County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category (TED) D Funds:

Hot mix asphalt paving work along County Road 498 from Highway M-77 to the west Luce county line, including culvert removal and replacement, pavement removal, slope restoration, and traffic control work.

Estimated Funds:

State Restricted TED Funds	\$71,800
Schoolcraft County Road Commission Funds	<u>\$18,000</u>
Total Funds	<u>\$89,800</u>

EDD 75555 - 83382
Local Force Account

Criticality: The funding is being used in conjunction with this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities.

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and Schoolcraft County Road Commission Funds.

Commitment Level: 80% state, 20% Schoolcraft County Road Commission.

Risk Assessment: Without this contract, development opportunities could be lost.

Cost Reduction: Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing roadway.

Zip Code: 49836.

29. HIGHWAYS - IDS Engineering Services
Contract (2009-0051) between MDOT and Wade Trim Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

30. HIGHWAYS - IDS Engineering Services

Contract (2009-0052) between MDOT and URS Corporation Great Lakes will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

31. *PASSENGER TRANSPORTATION – Time Extension

Amendatory Contract (95-0793/A12) between MDOT and the National Railroad Passenger Corporation (Amtrak) will extend the contract term by six months to provide sufficient time for the completion of activities required to support the Incremental Train Control System (ITCS) implementation, including the verification and validation (V & V) of the project and the testing of the newly-installed radio system to meet Federal Railroad Administration (FRA) standards. The additional time is needed because of a delay in the receipt of the new, higher frequency radios. The radio testing needs to be included in the V & V in case the testing results in software changes. The V & V portion of the project will provide the FRA with certification needed to allow Amtrak to increase speeds above 99 miles per hour (mph) (to 100 mph and 110 mph in 2009). When the radio testing and V & V are completed, Amtrak should be allowed to extend the ITCS territory an additional 20 miles without duplication of previous testing. The original contract provides funding for the demonstration of a high-speed positive train control project on a segment of the federally-designated Detroit-Chicago High-Speed Rail Corridor. This project is undertaken in an effort to increase safety and decrease travel times on the High-Speed Rail Corridor. The revised contract term will be June 9, 1995, through June 30, 2009. The contract amount remains unchanged at \$39,758,349. Source of Funds: FRA Funds - \$19,430,012; State Restricted Comprehensive Transportation Funds - \$10,950,768; Amtrak Funds - \$4,461,000; and General Electric Transportation Systems Global Signaling (General Electric) Funds - \$4,916,569.

Criticality: Approval of this amendment is critical because without the additional time, the ITCS project cannot be completed, and the investment of time and money already spent to construct and test the system would be lost. If the project is not completed, MDOT will not be allowed to increase train speeds to 110 mph, and the system will not be expanded.

Purpose/Business Case: To extend the contract term by six months to provide sufficient time for the V & V portion of the project to be completed as required by the FRA in order to pursue increased train speeds of 110 mph and create a viable rail transportation option for travelers.

Benefit: Amtrak received approval from the FRA in November of 2005 to increase trains speeds to 95 mph in select areas. The additional time will allow further testing and allow the ITCS to be implemented on other segments of the corridor and other passenger routes. The completion of the ITCS implementation, partnered by MDOT, Amtrak, General Electric, and the FRA, will provide Michigan with the second fastest rail corridor in the United States without costly pretesting. This is a first of its kind system with the potential to revolutionize high-speed rail travel.

Funding Source: FRA Funds - \$19,430,012; State Restricted Comprehensive Transportation Funds - \$10,950,768; Amtrak Funds - \$4,461,000; and General Electric Funds - \$4,916,569.

Commitment Level: The contract amount remains unchanged and the contract term will be extended by six months under this amendment.

Risk Assessment: If this amendment is not approved, the ITCS project will not be completed and implemented. The V & V segment must be completed to obtain FRA approval for train speeds of 110 mph.

* Denotes a non-standard contract/amendment

Cost Reduction: A completed, validated, and FRA-approved ITCS system will dramatically reduce the per-mile cost for future installations of the positive control train system that will be required for train speeds in excess of 79 mph in other areas of Michigan and the country. An FRA-approved system will eliminate pretesting costs for future expansions.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

32. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization Revision (Z10/R2) under Master Agreement (2002-0004) between MDOT and the City of Alma will extend the authorization term by one year to provide sufficient time for the City to complete the project. The additional time is needed due to delays in acquiring sufficient funding to complete the construction of the new facility. The first federal funding for the project was obtained in FY 2003, but the federal funding needed to complete the project was not obtained until FY 2008. Now that the additional federal grant funding has been received, the City has begun the bidding process for a contractor. The original authorization provides state matching funds for City's FY 2005 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The revised authorization term will be February 24, 2006, through February 23, 2010. The authorization amount remains unchanged at \$64,000. The toll credit amount remains unchanged at \$12,800. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$64,000.

Criticality: Approval of this revision at this time is critical to ensure that funding is retained for necessary transportation infrastructure.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the City to complete the new facility project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$64,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48801.

33. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z11/R1) under Master Agreement (2002-0004) between MDOT and the City of Alma will extend the authorization term by one year to provide sufficient time for the City to complete the project. The additional time is needed because the City was delayed in acquiring sufficient funding to complete the construction of the new facility. The City has now received funding from additional grants and has begun the bidding process for a contractor. The original authorization provides state matching funds for the City's FY 2005 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be March 14, 2006, through March 13, 2010. The authorization amount remains unchanged at \$607,360. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$485,888; FY 2002 State Restricted Comprehensive Transportation Funds - \$121,472.

Criticality: Approval of this revision at this time is critical to ensure that funding is retained for necessary transportation infrastructure.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the City to complete the new facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$485,888; FY 2002 State Restricted Comprehensive Transportation Funds - \$121,472.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48801.

34. PASSENGER TRANSPORTATION - Section 5307 Program

Retroactive Project Authorization Revision (Z13/R1) under Master Agreement (2002-0020) between MDOT and the Blue Water Area Transportation Commission (BWATC), which provides transit service in St. Clair County, will extend the authorization term by six months to provide sufficient time for BWATC to complete the purchase of replacement buses (89 days retroactive). The project and the extension request were delayed by unforeseen employee vacancies, and the request was not received from BWATC until September 26, 2008. The original authorization, which expired on August 8, 2008, provided state matching funds for BWATC's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program and Federal Congestion Mitigation and Air Quality Improvement Program grant for the purchase of up to three replacement buses that are needed to replace buses that have reached the ends of their useful lives. The revised authorization term will be August 9, 2005, through January 31, 2009. The authorization amount remains unchanged at \$375,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$300,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$75,000.

Criticality: Approval of this revision will allow BWATC to replace vehicles that have reached the ends of their useful lives. The replacement buses are needed to ensure passenger safety and improve air quality.

Purpose/Business Case: To extend the authorization term by six months to provide sufficient time for BWATC to complete the purchase of replacement vehicles.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$300,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$75,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48060.

35. PASSENGER TRANSPORTATION - Section 5311(f) Program

Project Authorization Revision (Z18/R1) under Master Agreement (2002-0023) between MDOT and the Cadillac/Wexford Transit Authority (CWTA) will extend the authorization term by one year to provide sufficient time for CWTA to construct a new facility. CWTA has purchased land, architectural and engineering design plans have been drawn up, and construction bids have been received; however, construction costs were higher than originally estimated. The additional costs are primarily due to the higher cost of steel and fuel. The additional time will allow CWTA to secure the additional funds needed to construct the new facility. The original authorization provides state matching funds for CWTA's FY 2005 Federal Section 5311(f) Intercity Bus Program grant. The revised authorization term will be January 24, 2007, through January 23, 2011. The authorization amount remains unchanged at \$150,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$120,000; FY 2005 State Restricted Comprehensive Transportation Funds - \$30,000.

Criticality: Approval of this revision will provide sufficient time for CWTA to secure funds for a new facility.

Purpose/Business Case: To provide sufficient time for CWTA to complete construction of a new facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$120,000; FY 2005 State Restricted Comprehensive Transportation Funds - \$30,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49601.

36. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization Revision (Z11/R4) under Master Agreement (2002-0031) between MDOT and the Delta Area Transit Authority will renew the authorization and extend the authorization term by approximately four months to provide sufficient time for the Authority to complete the purchase of communications equipment. The additional time is needed because the Authority underwent a change in management, and the new director needed time to evaluate all contracts and agency needs. In addition, the Authority encountered unanticipated difficulties with the purchase of the needed equipment. The original authorization provides state matching funds for the Authority's FY 2004 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The revised authorization term will be from September 14, 2004, through September 13, 2008, and from the date of award of this revision through March 13, 2009. No costs will be incurred between September 13, 2008, and the date of award of this revision. The authorization amount remains unchanged at \$85,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$68,000; FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$17,000.

Criticality: Approval of this revision will allow the Authority to complete the purchase of needed radios to ensure safety and security through effective communication within the county-wide area and with local law enforcement and emergency medical services.

Purpose/Business Case: To provide the Authority with sufficient time to procure the communication equipment through the most cost effective method of purchase.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$68,000; FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$17,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49684.

37. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z30/R3) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), which provides transit service in Kent County, will extend the authorization term by one year and will increase the number of large buses to be purchased from up to five to up to six. Because bus prices were lower than anticipated, the additional time is being requested to allow ITP to purchase an additional bus. The original authorization provides state matching funds for ITP's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program, Congestion Mitigation and Air Quality Improvement Program, and Surface Transportation Program grant. The authorization amount remains unchanged at \$8,518,695. The toll credit amount remains unchanged at \$652,408. The revised authorization term will be June 7, 2006, through June 6, 2010. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$7,518,422; FY 2006 and FY 2008 State Restricted Comprehensive Transportation Funds - \$1,000,273.

Criticality: Approval of this revision is critical to allow ITP to replace buses that have reached the ends of their useful lives. The project is needed to ensure passenger safety and improve air quality.

Purpose/Business Case: To provide for an increase in the number of large buses to be purchased from up to five to up to six and to extend the authorization term by one year to provide sufficient time for ITP to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$7,518,422; FY 2006 and FY 2008 State Restricted Comprehensive Transportation Funds - \$1,000,273.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49503.

38. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z30/R1) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), which provides transit service in Genesee County, will renew the authorization and extend the authorization term by approximately ten months to provide sufficient time for MTA to complete the facility renovation project. The additional time is needed because although the renovation is essentially complete, MTA has not accepted the project because the contractor is completing items on the punch list. The original authorization provides state matching funds for MTA's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be from September 7, 2005, through September 6, 2008, and from the date of award of this revision through September 6, 2009. No costs will be incurred between September 6, 2008, and the date of award of this revision. The authorization amount remains unchanged at \$2,067,932. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,654,346; FY 2002 State Restricted Comprehensive Transportation Funds - \$413,586.

Criticality: Approval at this time is critical to allow MTA to complete facility renovations that are necessary to maintain safe and efficient operation of transit service.

Purpose/Business Case: To renew the authorization and extend the authorization term by approximately ten months to provide sufficient time for MTA to complete facility renovations.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds- \$1,654,346; FY 2002 State Restricted Comprehensive Transportation Funds - \$413,586.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48503.

39. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z7/R2) under Master Agreement (2006-0058) between MDOT and the Mecosta Osceola Transit Authority (MOTA) will add a line item for communication equipment, reduce state matching funds by \$1,618, add local matching funds of \$1,618, and adjust funding between lines items to fund the new line item. Because the bus rehabilitation/maintenance project cost less than was anticipated, the remaining funds will be used to replace radios that have reached the ends of their useful lives. The original authorization provides state matching funds for MOTA's FY 2006 Federal Section 5311 Nonurbanized Area Formula Capital Program and Surface Transportation Program grant. The authorization term remains unchanged, September 25, 2006, through September 24, 2009. The authorization amount remains unchanged at \$31,250. The term of the master agreement is from October 1, 2002, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2003 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$25,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$4,632; MOTA Funds - \$1,618.

Criticality: Approval of this revision is critical to provide funds to replace communication radios that have reached the ends of their useful lives.

Purpose/Business Case: To provide for a new line item for communication equipment, reduce state matching funds by \$1,618, add local matching funds of \$1,618, and adjust funding to fund the new line item.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$25,000; FY 2006 State Restricted Comprehensive Transportation Funds - \$4,632; MOTA Funds - \$1,618.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49307.

40. PASSENGER TRANSPORTATION - Section 5320 Program

Project Authorization (Z12) under Master Agreement (2007-0159) between MDOT and the ALTRAN Transit Authority (ALTRAN), which provides transit service in Alger County, will provide federal funds under the FY 2007 Section 5320 Alternative Transportation in Parks and Public Lands Program grant for the purchase of one hybrid electric/diesel bus. The authorization will be in effect from September 24, 2008, through September 23, 2011. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$125,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$125,000.

Criticality: Approval of this authorization is critical to allow ALTRAN to purchase a hybrid electric/diesel bus for the improvement of alternative transportation in Alger County.

Purpose/Business Case: To provide \$125,000 under the FY 2007 Section 5320 Alternative Transportation in Parks and Public Lands Program for the purchase of a hybrid electric/diesel bus.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$125,000.

Commitment Level: Grant amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49862.

41. PASSENGER TRANSPORTATION - Section 5316 Program

Project Authorization Revision (Z7/R1) under Master Agreement (2007-0201) between MDOT and City of Detroit, Department of Transportation (DDOT), will add line items for vans, support equipment, administration, and mobility management; will reduce federal funding by \$589,713; will reduce state funding by \$973,324; will adjust funding among the line items; and will provide for the redistribution of a portion of the funds to the Suburban Mobility Authority for Regional Transportation to provide transportation to work services in different parts of the urbanized area. The original authorization provides state matching funds for DDOT's FY 2006 Federal Section 5316 Job Access and Reverse Commute Program grant. The authorization term remains unchanged, September 17, 2008, through September 16, 2011. The revised authorization amount will be \$1,806,753. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,095,182; FY 2007 State Restricted Comprehensive Transportation Funds - \$711,571.

Criticality: Approval of this revision is critical to allow continuation of transportation to work services for low-income individuals in the city of Detroit.

Purpose/Business Case: To provide for additional line items for vans, support equipment, administration, and mobility management; reduce federal funding by \$589,713; reduce state funding by \$973,324; adjust funding among line items; and redistribute a portion of the funds to the Suburban Mobility Authority for Regional Transportation to provide transportation to work services in different parts of the urbanized area.

Benefit: Increased public transportation services.

Funding Source: FTA Funds - \$1,095,182; FY 2007 State Restricted Comprehensive Transportation Funds - \$711,571.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: If this revision is not approved, federal funds may be lost and needed transportation services may not be provided.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48207.

42. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z3/R2) under Master Agreement (2007-0257) between MDOT and the Mecosta Osceola Transit Authority (MOTA) will add a line item for communication equipment, will reduce state matching funds by \$1,367, will add local matching funds of \$1,367, and will adjust funding between line items to fund the new line item. The bus rehabilitation/maintenance project cost less than was anticipated, and the remaining funds will be used to replace radios that have reached the ends of their useful lives. The original authorization provides state matching funds for MOTA's FY 2007 Federal Section 5311 Nonurbanized Area Formula Capital Program and Surface Transportation Program grant. The authorization term remains unchanged, September 12, 2007, through September 11, 2010. The authorization amount remains unchanged at \$31,250. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$25,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$4,883; MOTA Funds - \$1,367.

Criticality: Approval of this revision will allow MOTA to replace communication radios that have reached the ends of their useful lives.

Purpose/Business Case: To provide for a new line item for communication equipment, reduce state matching funds by \$1,367, add local matching funds of \$1,367, and adjust funding between line items to fund the new line item.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$25,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$4,883; MOTA Funds - \$1,367.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49307.

43. PASSENGER TRANSPORTATION - Section 5316 Program

Project Authorization (Z21) under Master Agreement (2007-0294) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides service in Wayne, Oakland, Macomb, and Monroe Counties, will provide state matching funds for SMART's FY 2006 Federal Section 5316 Job Access and Reverse Commute (JARC) Program grant. These funds will be used for the purchase of up to two expansion buses and for operating assistance to extend transit routes and service connecting the area's welfare-eligible low-income individuals to and from jobs and activities related to their employment. The funds are being redistributed from the City of Detroit, Department of Transportation (2007-0201/Z7), for use in different parts of the urbanized area. The authorization will be in effect from September 17, 2008, through September 16, 2011. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,099,027. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$589,713; FY 2007 State Restricted Comprehensive Transportation Funds - \$509,314.

Criticality: Approval of this authorization is critical to provide transportation to work services for low-income individuals in Wayne, Oakland, Macomb, and Monroe Counties.

Purpose/Business Case: To provide state matching funds for SMART's FY 2006 Federal Section 5316 JARC Program grant for the purchase of up to two expansion buses and for operating assistance to extend transit routes.

Benefit: Increased public transportation services.

Funding Source: FTA Funds - \$589,713; FY 2007 State Restricted Comprehensive Transportation Funds - \$509,314.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: If this authorization is not approved, federal funds may be lost and the needed transportation may not be provided.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48226.

44. *PASSENGER TRANSPORTATION - Section 5311 Operating Revenue

Amendatory Contract (2007-0331/A5) between MDOT and the United States Department of Transportation, Federal Transit Administration (FTA), will provide additional funding of \$2,277,715 for the FY 2007 Federal Section 5311 Nonurbanized Area Formula Operating and Section 5311(f) Intercity Bus Program under Federal Grant MI-18-X041. The original grant provided funding for land acquisition and architectural and engineering services. The additional grant funds will be used for facility construction. The revised grant amount will be \$15,398,963. The grant term remains unchanged, from October 1, 2006, until the last obligation between the parties has been fulfilled. Source of Funds: FTA Funds - \$15,398,963.

Criticality: Approval of this amendment is critical to secure additional intercity bus transportation funds for the construction of a transit facility.

Purpose/Business Case: To provide for \$2,277,715 in additional funding to the FY 2007 Federal Section 5311 Nonurbanized Area Formula Operating Assistance Program and Section 5311(f) Intercity Bus Program under Federal Grant MI-18-X041 for the construction of a transit facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$15,398,963.

Commitment Level: Grant amount is based on cost estimates.

Risk Assessment: The risk of not approving this grant amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49781.

45. *PASSENGER TRANSPORTATION - Section 5309 Revenue Grant

Contract (2008-0391) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$4,833,748 in FY 2008 Federal Section 5309 Capital Discretionary Program funds for the purchase of replacement vehicles and equipment and for facility construction for 27 eligible transit agencies participating in the program. State matching funds in the amount of \$1,035,096 will be provided, for a total contract amount of \$5,868,844. The contract will be in effect from September 25, 2008, until the last obligation between the parties has been fulfilled. The contract is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: FTA Funds - \$4,833,748; FY 2008 State Restricted Comprehensive Transportation Funds - \$1,035,096.

Criticality: Approval of this contract is critical to allow transit agencies to make facility improvements and to procure equipment and buses that are needed to replace buses that have reached the ends of their useful lives. The items are needed to ensure efficient transportation service and passenger safety.

Purpose/Business Case: To provide federal and state funding for the purchase of replacement vehicles and equipment and for facility construction for 27 eligible transit agencies under the FY 2008 Federal Section 5309 Capital Discretionary Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$4,833,748; FY 2008 State Restricted Comprehensive Transportation Funds - \$1,035,096.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this contract is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

46. *PASSENGER TRANSPORTATION - Section 5309 Revenue Grant

Contract (2008-0431) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$1,960,168 in FY 2008 Section 5309 Capital Discretionary Program funds for the purchase of replacement buses for 11 eligible transit agencies participating in the program. State matching funds in the amount of \$490,042 will be provided, for a total contract amount of \$2,450,210. The contract will be in effect from September 25, 2008, until the last obligation between the parties has been fulfilled. The contract is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: FTA Funds - \$1,960,168; FY 2008 State Restricted Comprehensive Transportation Funds - \$490,042.

Criticality: Approval of this contract is critical to allow transit agencies to undertake the procurement of buses that are needed to replace buses that have reached the ends of their useful lives. The replacement buses are needed to ensure passenger safety.

Purpose/Business Case: To provide federal and state funding for the purchase of replacement buses for 11 eligible transit agencies under the FY 2008 Federal Section 5309 Capital Discretionary Program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,960,168; FY 2008 State Restricted Comprehensive Transportation Funds - \$490,042.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not approving this contract is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48909.

47. *PASSENGER TRANSPORTATION - Section 5320 Revenue Grant

Contract (2008-0544) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$125,000 under the FY 2007 Section 5320 Alternative Transportation in Parks and Public Lands Program grant for the purchase of a hybrid electric/diesel bus for the ALTRAN Transit Authority (ALTRAN). The contract will be in effect from September 24, 2008, until the last obligation between the parties has been fulfilled. The contract is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: FTA Funds - \$125,000.

Criticality: Approval of this grant is critical to allow ALTRAN to purchase a hybrid electric/diesel bus for the improvement of alternative transportation in Alger County.

Purpose/Business Case: To provide \$125,000 under the FY 2007 Section 5320 Alternative Transportation in Parks and Public Lands Program to allow ALTRAN to purchase a hybrid electric/diesel bus.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$125,000.

Commitment Level: Grant amount is based on cost estimates.

Risk Assessment: If this contract is not approved, federal funds may be lost and the needed project cannot be implemented.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49862.

48. PASSENGER TRANSPORTATION - Rideshare Program

Contract (2009-0043) between MDOT and the Ann Arbor Transportation Authority (AATA) will provide federal funds for the continuation of the local rideshare program for FY 2009 under the FY 2008 Federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program. AATA will recruit people to use carpools and vanpools as an alternative transportation mode to the single-occupant vehicle work commute trip. This reduces energy consumption, traffic congestion, air pollution, and parking problems while making the roadways safer by reducing the number of vehicles using them. The contract will be in effect from October 1, 2008, through September 30, 2009. The contract will be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The contract amount will be \$170,000. Source of Funds: FY 2008 Federal Highway Administration (FHWA) Funds - \$170,000.

Criticality: Approval of this contract is critical to the continuation of rideshare services that enable people to get to work, alleviate congestion and pollution, and improve safety on roadways.

Purpose/Business Case: To provide for the continuation of rideshare recruitment and matching services in the counties served by AATA.

Benefit: Will provide transportation to jobs, reduce traffic congestion, wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions while making the roadways safer by reducing the number of vehicles using them.

Funding Source: FY 2008 FHWA Funds - \$170,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risk of not continuing the project is the loss of federal funds, the inability to provide car/vanpool matching services to the commuting public, and the elimination of public outreach efforts that encourage the formation of new car/vanpools.

Cost Reduction: AATA will accomplish program objectives using internal support staff for the design and production of all program materials.

Selection: N/A.

New Project Identification: This is not a new project but provides funding for the continuation of services.

Zip Code: 48104.

49. *TRANSPORTATION PLANNING - Renewal/Time Extension

Amendatory Contract (2006-0045/A6) between MDOT and Wilbur Smith Associates, Inc., Michigan will renew the contract and extend the contract term by approximately five months to provide sufficient time for MDOT to test the economic analysis tool prior to final acceptance and for the consultant to make needed changes. The project was delayed by consultant developmental issues and the loss of key consulting staff assigned to the project. The original contract provides for assistance in the development of MDOT's 2005-2030 State Long Range Plan (SLRP) process. The revised contract term will be from November 2, 2005, through September 30, 2008, and from the date of award of this amendment through March 31, 2009. No costs will be incurred between the expiration date of the original contract and the date of award of this amendment. The contract amount remains unchanged at \$2,399,457.37. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The additional time will allow MDOT to fully test the tool and the consultant to make needed changes.

Purpose/Business Case: To renew the contract and extend the contract term to provide sufficient time for MDOT to test the economic analysis tool and for the consultant to make the necessary changes to the tool to ensure that MDOT receives a final economic analysis tool that provides the required functionality and accuracy.

Benefit: MDOT will have a customized economic analysis tool that will allow it to prioritize projects and soundly commit scarce financial resources. MDOT's planning partners (metropolitan planning organizations, regions) will also benefit, as the tool will be shared with them and will become part of their respective planning programs.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the amendment is not approved, MDOT may not receive an economic analysis tool that meets its requirements for use in long-range plan development, and the economic analysis segment of this project could be jeopardized.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed services.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

50. TRANSPORTATION PLANNING - IDS RoadSoft Training Program

Authorization (Z9) under Contract (2007-0339) between MDOT, on behalf of the Transportation Asset Management Council (TAMC), and Michigan Technological University (MTU) will provide for the conduct of asset management training for local road agencies. The authorization will be in effect from January 1, 2009, through December 31, 2009. The authorization amount will be \$138,221.26. The contract term is January 1, 2007, through December 31, 2009. Source of Funds: 100% State Restricted Michigan Transportation Funds.

Criticality: MCL 247.659a requires the use of asset management practices by road agencies in Michigan. This authorization will provide asset management training for local road agencies, which is a critical activity of the TAMC.

Purpose/Business Case: To provide for the conduct of asset management training for local road agencies. This is a critical activity of the TAMC.

Benefit: Local road agencies will receive training on asset management principles and their practical application.

Funding Source: 100% State Restricted Michigan Transportation Funds.

Commitment Level: The authorization is for a fixed amount not to exceed \$138,221.26.

Risk Assessment: If the authorization is not approved, MTU will not provide training to the local agencies on the principles of asset management and their practical application

Cost Reduction: The cost was reviewed by the TAMC for appropriateness and cost reductions. Costs for 2009 reflect an increase of an estimated 11 percent over 2008 costs, due to an estimated 20 percent increase in required staff hours.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49931.

51. TRANSPORTATION PLANNING - Safety/Operational Analysis

Authorization (Z5) under Master Agreement (2009-0006) between MDOT and the Macatawa Area Coordinating Council (MACC) will provide for the review of traffic and crash data and the development of preliminary planning level solutions to identified safety/operational problems. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$50,000. The term of the master agreement is October 1, 2005, through September 30, 2009. Source of Funds: 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federal requirements as set forth in 23 CFR Part 450 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Purpose/Business Case: To provide for the review of traffic and crash data and the development of preliminary planning level solutions to identified safety/operational problems as described and funded in the MACC FY 2008 Unified Work Program (UWP), as amended, and the FY 2008-2011 Transportation Improvement Program, as amended.

Benefit: Preliminary planning level solutions to identified safety/operational problems will be developed.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.

Commitment Level: The cost of this project is based on the federally approved UWP for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amounts in the current UWP, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: If this authorization is not approved, preliminary planning level solutions to identified safety/operational problems may not be developed, and federal funds may be lost.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49424.

52. *TRANSPORTATION PLANNING - Jurisdictional Transfer

Memorandum of Understanding (MOU) (2009-0048) between MDOT and the City of Battle Creek will transfer jurisdiction of a portion of the I-94 business loop (BL)/Hamblin Avenue, from the centerline of M-66/Division Street northeasterly to the centerline of Main Street, a distance of approximately .099 miles, in control section 13161, from MDOT to the City of Battle Creek. The MOU will also transfer jurisdiction of East Dickman Road from the centerline of South Avenue easterly to the centerline of Main Street, a distance of approximately .22 miles, and of Main Street from the centerline of East Dickman Road northwesterly to the centerline of Hamblin Avenue/I-94 BL, a distance of approximately .30 miles, from the City of Battle Creek to MDOT. Jurisdiction will transfer upon the date of the award of the MOU. This is a zero dollar MOU.

Criticality: Jurisdictional transfers are used to assign jurisdiction of roadways to the appropriate level of government - state, county, or municipal. Correct jurisdictional assignment is based on roadway function, whether state/regional or local. Correct jurisdictional assignment allows scarce funds for roadway improvements to be prioritized relative to the appropriate road system. When a portion of the I-94 BL is assigned local jurisdiction, the roadway will receive higher ranking as a city major street. The exchange of a portion of the I-94 BL for the city streets will allow the I-94 BL to be rerouted over surface streets instead of the I-194 freeway being used as part of the business loop.

Purpose/Business Case: To transfer jurisdiction of a portion of the I-94 BL from MDOT to the City of Battle Creek and to transfer jurisdiction of portions of East Dickman Road and Main Street from the City to MDOT. Correct jurisdictional assignment allows scarce funds for roadway improvements to be prioritized relative to the appropriate road system.

Benefit: The transfer of a portion of the I-94 BL from MDOT to the City of Battle Creek will free MDOT funds to be spent on higher ranking roadways in the area and will fulfill long-term project planning for the area. The exchange of a portion of the I-94 BL for the city streets will allow the I-94 BL to be rerouted over surface streets instead of utilizing the I-194 freeway as part of the business loop.

Funding Source: This is a zero dollar MOU.

Commitment Level: N/A.

Risk Assessment: If the jurisdictional transfers do not occur, MDOT will retain a low-functioning/low-priority roadway (part of the existing I-94 BL) on its inventory of state roads. The costs of maintaining such a roadway would outweigh the contract cost of a future jurisdictional transfer.

Cost Reduction: When the MOU is in effect, MDOT will no longer have maintenance responsibility for the roadways transferred to the city.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49014.

53. ***TRANSPORTATION PLANNING - Access Management Program Assessment**

Contract (2009-0049) between MDOT and the Texas Transportation Institute will provide for the performance of an assessment of the MDOT Access Management Program. The work items will include evaluation of the program and recommendations for improvements to the program, taking into account national and international best practices. The contract will be in effect from the date of award through May 31, 2010. The contract amount will be \$198,700. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: MDOT needs to assess access management study implementation and to determine how to best direct local government land use based in part on successful access management practices in other states. As road expansion funding becomes scarcer, it is critical to protect the capacity of Michigan roads by safely controlling their points of access.

Purpose/Business Case: To provide for an unbiased, professional appraisal of MDOT's access management process, including guidance to township governments implementing land use changes that affect safe access to properties along state trunklines. The assessment will measure the effectiveness of the program and provide recommendations for improvements.

Benefit: The assessment will include recommendations for improvements to the Access Management Program that will help MDOT to protect the capacity of Michigan roads by safely controlling their points of access, which is increasingly important as road expansion funding becomes scarcer.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this contract is not approved and the services are not performed, MDOT will not receive an unbiased assessment of and recommendations for improvements to the Asset Management Program, and it will be increasingly difficult to protect the capacity of Michigan roads by safely controlling their points of access.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Best value.

New Project Identification: This is a new project.

Zip Code: 48909.

STATE PROJECTS

- 5.00 % DBE participation required

8 Bidders

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48867.

55. LETTING OF OCTOBER 03, 2008
 PROPOSAL 0810021
 PROJECT ST 80042-103171
 LOCAL AGRMT.
 START DATE - JUNE 16, 2009
 COMPLETION DATE - AUGUST 22, 2009

ENG. EST.	LOW BID
\$ 1,655,809.39	\$ 1,850,472.12
% OVER/UNDER EST.	
	11.76 %

11.11 mi of overband crack filling, paver placed surface sealing, and centerline corrugations on M-43 from the east city limits of Bangor easterly to west of M-40, Van Buren County. This project includes a 3 year pavement performance warranty.

A 2009 highway preventive maintenance project

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,850,472.12	Same	1 **
Michigan Paving & Materials Co.	\$ 1,889,697.15	Same	2
Aggregate Industries-Central Region	\$ 2,131,494.15	Same	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

103171A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Zip Code: 49013.

Funding Source:

80378A

City of Detroit	0.78 %
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	9.22 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 48202.

57.	LETTING OF OCTOBER 03, 2008	ENG. EST.	LOW BID
	PROPOSAL 0810030	\$ 502,500.40	\$ 602,567.19
	PROJECT M 63113-M70940		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 31, 2009		19.91 %

0.45 mi of hot mix asphalt cold milling and resurfacing, shoulder replacement, culvert repair, and ditch clean out on I-75BL (M-24 Connector) and ramps from the I-75 interchange to the M-24 interchange in the city of Auburn Hills, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Barrett Paving Materials, Inc.	\$ 602,567.19	Same	1 **
Ajax Paving Industries, Inc.	\$ 620,763.56	Same	2
John Carlo, Inc.	\$ 630,230.85	Same	3
Cadillac Asphalt, LLC.	\$ 728,988.72	Same	4

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

M70940

State Restricted Trunkline Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48326.

58. LETTING OF SEPTEMBER 19, 2008
 PROPOSAL 0809278
 PROJECT ST 50061-103457
 LOCAL AGRMT.
 START DATE - 5 days after award
 COMPLETION DATE - MAY 26, 2009

ENG. EST.	LOW BID
\$ 2,516,646.68	\$ 2,793,979.80
% OVER/UNDER EST.	
	11.02 %

Michigan Intelligent Transportation System tower replacement
 on I-696 at I-75 for Hub 2 and on I-696 at Groesbeck Highway
 for Node 5, Oakland and Macomb Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 2,793,979.80	Same	1 **
Rauhorn Electric, Inc.	\$ 2,866,225.05	Same	2
Motor City Electric Technologies	\$ 2,902,771.54	Same	3
Posen Construction, Inc.	\$ 3,047,562.55	Same	4
Severance Electric Co., Inc.			
Metropolitan Power & Lighting, Inc.			
Windemuller Electric, Inc.			
Sabre Communications Corporation			

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The proposed project includes the construction of Dynamic Message Signs.

Benefit: The construction of this project will provide safer and improved traffic flow. The ability to provide the public timely traffic information allows for better decisions and therefore improved traffic flow.

Funding Source:

103457A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The relationships with the motoring public area may be compromised. They are anticipating the completion of this project as announced to support the economics of the area.

Cost Reduction: With the construction of this project, our customers will benefit with reduced user delay costs and related safety improvements.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48075.

EXTRAS

59. **Extra 2008 - 145**

Control Section/Job Number: 73112-88349 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Midwest Bridge Company
P O Box 40
Williamston, MI 48895

Designed By: Parsons Transportation Group
Engineer's Estimate: \$5,140,707.96

Description of Project:

Withdrawn at Ad Board

Replacement of pot bearings at the expansion joints on I-75 over the Saginaw River in the city of Zilwaukee, Saginaw County.

Administrative Board Approval Date:	September 28, 2007	
Contract Date:	October 1, 2007	
Original Contract Amount:	\$3,285,355.59	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	45,824.80	+ 1.39%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>375,967.30</u>	<u>+ 11.44%</u>
Revised Total	<u>\$3,707,147.69</u>	+ 12.83%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.39% over the original budget for an **Authorized to Date Amount** of \$3,331,180.39.

Approval of this extra will place the authorized status of the contract 12.83% or \$421,792.10 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3 r. 1, 4

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 3

Temp Attenuator, Furn	2.000 Ea @ \$2,310.00/Ea	\$4,620.00
Temp Attenuator, Oper	2.000 Ea @ \$840.00/Ea	1,680.00
Aggregate base, 6 inch	1,388.800 Syd @ \$8.00/Syd	11,110.40
Cold Milling HMA Surface	703.000 Ton @ \$15.00/Ton	10,545.00
Conc Barrier, Rem	1,595.000 Ft @ \$23.00/Ft	36,685.00
Conc Barrier, Temp Adjusted	3,542.000 Ft @ \$5.00/Ft	17,710.00
Conc Barrier, Temp, Furn	2,207.000 Ft @ \$15.00/Ft	33,105.00
Conc Barrier, Temp, Oper	2,207.000 Ft @ \$5.00/Ft	11,035.00
Conc Pavt, Misc, Nonreinf, 9 inch	351.240 Syd @ \$50.00/Syd	17,562.00
Culv End Sect, Conc, 15 inch	1.000 Ea @ \$420.00/Ea	420.00
Culv, Rem, Less than 24, inch	1.000 Ea @ \$260.00/Ea	260.00
Dr Structure Cover	1,280.000 Lb @ \$1.30/Lb	1,664.00
Dr Structure Cover, Adj, Case 1	10.000 Ea @ \$445.00 Ea	4,450.00
Dr Structure, 48 inch dia	3.000 Ea @ \$1,680.00/Ea	5,040.00
Dr Structure, Rem	1.000 Ea @ \$235.00/Ea	235.00
Embankment, CIP	90.000 Cyd @ \$17.00/Cyd	1,530.00
Excavation, Earth	731.700 Cyd @ \$12.00/Cyd	8,780.40
Guardrail, Rem	402.000 Ft @ \$4.25/Ft	1,708.50
HMA Approach	436.550 Ton @ \$66.00/Ton	28,812.30
HMA, 3C	505.550 Ton @ \$53.80/Ton	27,198.59
HMA, 4C	396.920 Ton @ \$61.00/Ton	24,212.12
Lane Tie, Epoxy Anchored	343.000 Ea @ \$20.00/Ea	6,860.00
Paved Ditch, HMA	25.800 Syd @ \$26.75/Syd	690.15
Pavt Mrkg, Waterborne, 6 inch, Yellow	5,623.000 Ft @ \$0.22/Ft	1,237.06
Pavt, Rem	565.400 Syd @ \$10.25/Syd	5,795.35
Riprap, Plain	3.000 Syd @ \$82.00/Syd	246.00
Sewer, C1 II, 15 inch, Tr Det B	456.500 Ft @ \$34.00/Ft	15,521.00
Sign, Type II, Rem	1.000 Ea @ \$79.000/Ea	79.00
Slope Restoration	109.060 Syd @ \$9.45/Syd	1,030.62
Subbase, CIP	445.000 Cyd @ 19.00/Cyd	8,455.00
Underdrain, Subbase, 6 inch	896.000 Ft @ \$5.25/Ft	4,704.00
Valley Gutter, Conc	569.000 Ft @ \$30.00/Ft	17,070.00
Total		<u>\$310,051.49</u>

CM 4

Standby Equipment 02/23/08 thru 05/24/08	\$65,915.81
Total	<u>\$65,915.81</u>

Grand Total

\$375,967.30

Reason(s) for Extra(s)/Adjustment(s):**CM 3**

This project involved replacing the pot bearings and expansion joints on the bridge; first on the northbound side, then on the southbound side. Traffic was detoured to I-675 while each half was closed. While completing the work the contractor damaged some of the reinforcement on the bridge. This reinforcement was not in the location shown on the existing drawings. To repair the damaged reinforcement, MDOT had to hire a specialized design firm familiar with this type of bridge. To accommodate the heavy traffic volumes during holiday weekends, MDOT directed the contractor to construct two crossovers. This would allow traffic to use the still open southbound bridge. MDOT is still reviewing the project information to determine if other entities may be responsible for the extra costs. The extra cost for all of the items on contract modification 3 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items in MDOT's Average Unit Price Index and other contracts completed by the TSC.

CM 4

Due to the damaged reinforcement mentioned above, the contract work on the structure was stopped while a repair to the structure was being designed and fabricated. MDOT is still reviewing the project information to determine if other entities may be responsible for the extra costs. The extra cost for Standby Equipment 02/23/08 thru 05/24/2008 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and was calculated per Section 109.03.C.2 of the 2003 MDOT Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its October 30, 2008, meeting, and are now recommended for approval by the State Administrative Board on November 5, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 79.89%; State Restricted Trunkline, 20.11%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48724.

60. **Extra 2008 - 156**

Control Section/Job Number: 41081-100571 Local Agency Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Dykema Excavators, Inc.
1730 Three Mile Road N E
Grand Rapids, MI 49505

Designed By: Moore & Bruggink, Inc.
Engineer's Estimate: \$870,290.00

Description of Project:

3.10 miles of hot mix asphalt non-motorized pathway, pathway grading, and modular concrete retaining wall on Forest Hill Avenue from Ada Drive northerly to M-21, on Crahen Avenue from Michigan Street northerly to Leonard Street, and on Leonard Street from Crahen Avenue westerly to Winterwood Drive, Kent County.

Administrative Board Approval Date:	November 6, 2007	
Contract Date:	November 8, 2007	
Original Contract Amount:	\$745,685.50	
Total of Overruns/Changes (Approved to Date):	(39,555.95)	- 5.30%
Total of Extras/Adjustments (Approved to Date):	45,736.73	+ 6.13%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>19,923.49</u>	<u>+ 2.67%</u>
Revised Total	<u>\$771,789.77</u>	+ 3.50%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.83% over the original budget for an **Authorized to Date Amount** of \$751,866.28.

Approval of this extra will place the authorized status of the contract 3.50% or \$26,104.27 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4, 5, 7

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 4		
Culv., Cl A, slepp, 18" inch	56.000 Ft @ \$32.00/Ft	\$1,792.00
Underdrain Outlet, 12" inch	267.000 Ft @ \$36.72/Ft	9,804.24
Total		<u>\$11,596.24</u>
CM 5		
Sidewalk, Conc, 4 inch	180.000 Sft @ \$5.50/Sft	\$990.00
Total		<u>\$990.00</u>
CM 7		
Light Duty Drainage Castings	10.000 Ea @ \$247.00/Ea	2,470.00
Pavt Mrkg, Waterborne, 6 inch, White	1,059.000 Ft @ \$3.75/Ft	3,971.25
Post, Steel, 3 Lb	112.000 Ft @ \$8.00/Ft	896.00
Total		<u>\$7,337.25</u>
Grand Total		<u>\$19,923.49</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 4

At two locations the existing culvert needed to be extended under the new pathway to provide for proper drainage. The engineer directed the contractor to extend the culverts. The extra costs for Culv., Cl A, slepp, 18" inch were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

The plans indicated that an existing ditch would be filled in. The engineer was concerned about the drainage in the area and directed the contractor to install a 12 inch perforated pipe to provide drainage. The extra costs for Underdrain Outlet, 12" inch were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

CM 5

In one location the new path crossed over a sidewalk. To be sure that the path grades meet the standards for Americans with Disabilities Act (ADA) the engineer directed the contractor to remove some of the sidewalk. This area was then lowered for the placement of the path and the sidewalk was replaced. The extra costs for Sidewalk, Conc, 4 inch were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

CM 7

The engineer directed the contractor to place some additional drainage items on previous contract modifications. The engineer then directed the contractor to place beehive covers on the drainage structures. The extra costs for Light Duty Drainage Castings were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index and other contract items.

When the project was designed it did not include replacing the cross walk pavement markings. The engineer determined that they marking should be replaced and directed the contractor to replace the pavement markings. The extra costs for Pavt Mrkg, Waterborne, 6 inch, White were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index and other contract items.

The Road Commission requested that the new signs be placed on steel post instead of wood posts. The engineer directed the contractor to place the signs on steel posts. The extra costs for Post, Steel, 3 Lb were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index. This item will be completely offset by a reduction in the wood post on a future balancing contract modification.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras are recommended for approval by the State Administrative Board on November 5, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 39%; Kent County, 61%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49525.

61. **Extra 2008 - 157**

Control Section/Job Number:	63003-83915	Local Agency Project
State Administrative Board -	This project exceeds the 6% limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% limit for reviewing extras.	
Contractor:	Posen Construction, Inc. 50500 Design Lane Shelby Twp., MI 48315	
Designed By:	Hubbell, Roth and Clark, Inc.	
Engineer's Estimate:	\$1,175,801.80	

Description of Project:

Bridge removal and replacement along with related approach work, including water main work, on Lincoln Road at Rouge River in the city of Birmingham, Oakland County.

Administrative Board Approval Date:	August 21, 2007	
Contract Date:	September 11, 2007	
Original Contract Amount:	\$938,902.65	
Total of Overruns/Changes (Approved to Date):	27,764.62	+ 2.96%
Total of Extras/Adjustments (Approved to Date):	39,967.37	+ 4.26%
Total of Negative Adjustments (Approved to Date):	(1.00)	+ 0.00%
THIS REQUEST	<u>78,006.87</u>	<u>+ 8.31%</u>
Revised Total	<u>\$1,084,640.51</u>	+ 15.53%

Offset Information

Total Offsets This Request	(\$69,105.69)	- 7.36%
Net Revised Request	\$8,901.18	+ 0.95%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.22% over the original budget for an **Authorized to Date Amount** of \$1,006,633.64.

Approval of this extra will place the authorized status of the contract 15.53% or \$145,737.86 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 3

Water Main (Open Cut)	1.000 LS @ \$78,006.87/LS	<u>\$78,006.87</u>
Total		<u>\$78,006.87</u>

CM 3 Offset Information

Gate Valve and Well, 12 inch	-2.000 Ea @ \$2,641.04/Ea	(\$5,282.08)
Water Main, CL54 D.I., 12 inch	-217.000 Ft @ \$112.83/Ft	(24,484.11)
Water Main, Steel Casing	-95.000 Ft @ \$414.10/Ft	<u>(39,339.50)</u>
Total		<u>(\$69,105.69)</u>

Net Revised CM 3 Request	<u>\$8,901.18</u>
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Reason(s) for Extra(s)/Adjustment(s):

CM 3

The water main was initially designed to be placed by boring. Due to numerous obstructions including large boulders and abandoned utilities, which were not known to exist at the time the contract was designed and let, the engineer directed the contractor to install the water main by open cut methods. The extra cost for Water Main (Open Cut) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. The extra cost is partially offset by a reduction of original items noted above.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its October 30, 2008, meeting, and is now recommended for approval by the State Administrative Board on November 5, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 74.23%; State Restricted Trunkline, 13.918.15%; City of Birmingham, 11.86%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48012.

62. **Extra 2008 - 158**

Control Section/Job Number:	73171-75246	MDOT Project
State Administrative Board -	This project exceeds the 6% limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% limit for reviewing extras.	
Contractor:	Interstate Highway Construction P.O. Box 4356 Englewood, CO 80155	
Designed By:	MDOT Rowe, Inc. HH Engineering, Limited URS Corporation Great Lakes	
Engineer's Estimate:	\$54,000,289.38	

Description of Project:

6.67 miles of concrete reconstruction, widening and median enclosure, drainage and safety improvements on I-75 from Birch Run Creek northerly to Dixie Highway, and superstructure replacement on I-75 over Dixie Highway, bridge widening on I-75 over the Cass River, and bridge rehabilitation on I-75 under Maple Road, Curtis Road, Riverview Drive and Townline Road, Saginaw County. This project includes a 5 year material and workmanship pavement warranty.

Administrative Board Approval Date:	September 19, 2006	
Contract Date:	October 03, 2006	
Original Contract Amount:	\$49,944,782.37	
Total of Overruns/Changes (Approved to Date):	(\$4,929,766.63)	- 9.87%
Total of Extras/Adjustments (Approved to Date):	5,407,932.86	+ 10.83%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>195,856.29</u>	<u>+ 0.39%</u>
Revised Total	<u>\$50,618,804.89</u>	1.35%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.96% over the original budget for an **Authorized to Date Amount** of \$50,422,948.60.

Approval of this extra will place the authorized status of the contract 1.35% or \$674,022.52 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-93	1 r. 2	\$4,576,923.49	07/03/07
2007-142	4 r. 2	\$166,711.80	10/02/07
2007-170	5, 7 r. 1	\$256,488.00	11/06/07
2007-179	9, 10	\$42,112.50	12/04/07
2008-053	11, 14 r. 2	\$170,215.25	04/01/08
2008-107	19	\$1,693.74	08/05/08
2008-123	17	\$178,683.04	09/02/08

Contract Modification Number(s): 23 r. 1, 24 r. 1

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 23

SB Outside Shoulder Repair, WO #30	1.000 LS @ \$104,115.84/LS	\$104,115.84
Total		<u>\$104,115.84</u>

CM 24

Force Account for Coring Holes in Existing Tremie at B02-1 & B02-2		\$90,055.48
Re-grading Ramp A		<u>1,684.97</u>
Total		<u>\$91,740.45</u>

Grand Total		<u>\$195,856.29</u>
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Reason(s) for Extra(s)/Adjustment(s):**CM 23**

The southbound outside shoulder has developed areas of drop-off between the concrete shoulder and the aggregate shoulder. This drop-off exists at various locations throughout the job from POB to POE and has created hazardous driving conditions. The engineer directed the contractor to remove 2 ½ inches of the gravel shoulder 2 feet wide and replace it with hot mix asphalt. The extra costs for SB Outside Shoulder Repair, WO#30 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Price Index.

CM 24

While working on BO2-1 and BO2-2, an existing concrete tremie was found in the location for the new H-piles. The engineer, designer, and the MDOT geotechnical unit personnel discussed options on how to handle the tremie. All agreed that it should be cored so that the H-piles could be driven through it. The engineer directed the contractor to core the concrete tremie at the proposed locations for the H-piles. This item was set up as a budget amount on a previous contract modification and represents the amount needed for the work to date. The extra cost for Force Account for Coring Holes in Existing Tremie @ B02-1 & B02-2 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Due to an error in the grade for the ramp, the engineer directed the contractor to re-grade the area. The extra cost for Re-grading ramp A is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its October 30, 2008, meeting, and are now recommended for approval by the State Administrative Board on November 5, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48722.

63. **Extra 2008 - 159**

Control Section/Job Number: 82081-47066 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Angelo Iafrate Construction Company
26300 Sherwood
Warren, MI 48091

Designed By: Alfred Benesch & Company
Engineer's Estimate: \$21,569,459.54

Description of Project:

2.48 mi of hot mix asphalt reconstruction, concrete curb and gutter, storm sewer and water main, concrete barrier, guardrail, signals and signing on M-153 (Ford Road) from Mercury Drive easterly to US-12 (Michigan Avenue) and superstructure replacement and partial abutment and pier replacement on M-153 (Ford Road) under Greenfield Road, in the cities of Dearborn and Detroit, Wayne County. This project includes a 5 year materials and workmanship pavement warranty.

Administrative Board Approval Date:	June 6, 2006	
Contract Date:	June 7, 2006	
Original Contract Amount:	\$23,059,791.25	
Total of Overruns/Changes (Approved to Date):	(1,981,142.15)	- 8.59%
Total of Extras/Adjustments (Approved to Date):	2,967,481.85	+ 12.87%
Total of Negative Adjustments (Approved to Date):	(56,079.94)	- 0.24%
THIS REQUEST	<u>100,194.19</u>	<u>+ 0.43%</u>
Revised Total	<u>\$24,090,245.20</u>	+ 4.47%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.04% over the original budget for an **Authorized to Date Amount** of \$23,990,051.01.

Approval of this extra will place the authorized status of the contract 4.47% or \$1,030,453.95 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-154	1, 3	\$725,520.00	11/07/06
2007-088	10	\$202,796.00	06/19/07
2007-183	17, 18 r. 1, 19, 20 r. 1, 21, 23, 24, 26, 27 r. 1, 28, 30, 31 r. 3, 32, 33 r. 1, 34 r. 1	\$2,029,498.43	12/04/07

Contract Modification Number(s): 41, 42

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 41 (47066)		
Concrete Patch, Wyoming		\$5,739.60
HMA Patch, Orchard Street Eastbound Ford Rd		20,797.09
HMA Patch, West of Wyoming Westbound Ford Road		<u>42,315.22</u>
Total		<u>\$68,851.91</u>
 CM 42 (51498)		
Removing Lead Covered Steel Beams	1.000 LS @ \$31,342.28/LS	<u>\$31,342.28</u>
Total		<u>\$31,342.28</u>
 Grand Total		 <u>\$100,194.19</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 41

This item is being set up to compensate the contractor for a pavement repair that was caused by DTE. After the paving for the project was complete, DTE had to make emergency repairs at several locations. The engineer discussed the repairs with DTE and agreed that our contractor would be better suited to make the pavement surface repairs. The engineer directed the contractor to repair the areas. The extra costs for Concrete Patch, Wyoming; HMA Patch, Orchard Street Eastbound Ford Rd, and HMA Patch, West of Wyoming Westbound Ford Rd were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with the time equipment and materials needed to complete the work. This extra work is 100 percent funded by DTE.

CM 42

This contract modification is to compensate the contractor for utilizing a shear device for the purpose of removing the existing lead coated steel beams during bridge demolition on Greenfield Bridge over Ford Road. The contractor claimed that the plans did not indicate that the beams included lead paint and therefore a different method was required to remove the beams. A Region Office Review of the claim was held and they agreed with the contractor. The additional compensation includes transport, assembly, and disassembly of the shear device for stages 1 and 2. Since some of the work was completed by a subcontractor, the costs include a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction, for the subcontractor completed work. The extra cost for Removing Lead Covered Steel Beams is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its October 30, 2008, meeting, and is now recommended for approval by the State Administrative Board on November 5, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source:

47066A: FHWA, 81.83%; State Restricted Trunkline, 15.20%; City of Dearborn 2.97 %;

51498A: FHWA, 81.85%; State Restricted Trunkline, 15.88; City of Dearborn 2.27 %, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48126.

64. **Extra 2008 - 160**

Control Section/Job Number:	82191-55663	MDOT Project
State Administrative Board -	This project has at least one extra that exceeds the \$100,000 limit for reviewing extras.	
State Transportation Commission -	This project has at least one extra that exceeds the \$250,000 limit for reviewing extras.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	URS Surface Transportation	
Engineer's Estimate:	\$59,685,872.76	

Description of Project:

10.06 miles of freeway reconstruction including pavement and shoulder removal and replacement, ramps, storm sewer reconstruction, sign and pavement marking upgrades, bridge approach work and reconstruction of 5 bridges, and concrete repair on northbound and southbound I-75 from I-275 to Gibraltar Road in the village of South Rockwood, cities of Rockwood and Flat Rock, Wayne and Monroe Counties. This project includes a 5 year materials and workmanship pavement warranty.

Administrative Board Approval Date:	April 15, 2008	
Contract Date:	May 22, 2008	
Original Contract Amount:	\$52,782,820.14	
Total of Overruns/Changes (Approved to Date):	15,745.68	+ 0.03%
Total of Extras/Adjustments (Approved to Date):	54,464.50	+ 0.10%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>253,697.00</u>	+ <u>0.48%</u>
Revised Total	<u>\$53,106,727.32</u>	+ 0.61%

Offset Information

Total Offsets This Request	(\$279,699.70)	- 0.53%
Net Revised Request	(\$26,002.70)	- 0.05%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.13% over the original budget for an **Authorized to Date Amount** of \$52,853,030.32.

Approval of this extra will place the authorized status of the contract 0.61% or \$323,907.18 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 4 (100034A)

Pavt Repr, Non-Reinf Conc, 13 inch	4,742.000 Syd @ \$53.50/Syd	<u>\$253,697.00</u>
Total		<u>\$253,697.00</u>

CM 4 Offset Information (100034A)

Pavt Repr, Reinf Conc, 13 inch	-4,720.670 Syd @ \$59.25/Syd	<u>(\$279,699.70)</u>
Total		<u>(\$279,699.70)</u>

Reason(s) for Extra(s)/Adjustment(s):**CM 4**

The engineer determined that the item set up on the project for the 13 inch concrete pavement did not require reinforcement. The engineer directed the contractor to not use reinforcement in the pavement. The extra costs for Pavt Repr, Non-Reinf Conc, 13 inch were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index. The costs for the new item are completely offset by a \$279,699.70 decrease in the original items.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its October 30, 2008, meeting, and is now recommended for approval by the State Administrative Board on November 5, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source:**100034A:** FHWA, 90.00%; State Restricted Trunkline, 10.00%;**55663A:** FHWA, 90.00%; State Restricted Trunkline, 10.00%;**59585A:** FHWA, 80.00%; State Restricted Trunkline, 20.00%;**79767A:** FHWA, 90.00%; State Restricted Trunkline, 10.00%;**88074A:** FHWA, 80.00%; State Restricted Trunkline, 20.00%;**88868A:** FHWA, 80.00% (Transportation Enhancement Funds); State Restricted Trunkline, 11.82%; City of Rockwood, 8.18%.**89498A:** FHWA: 90.00%; State Restricted Trunkline, 10.00%, unless otherwise noted.**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.**Risk Assessment:** This item is required for the safe and timely completion of the project.**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.**Selection:** Low bid.**New Project Identification:** This is an existing project already under contract.**Zip Code:** 48179.65. **Extra 2008 - 161**

Control Section/Job Number: 82400-56196 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Motor City Electric Utilities Co.
9440 Grinnell
Detroit, MI 48213Designed By: Wade Trim Associates, Inc.
Consulting Engineering Associates, Inc.

Engineer's Estimate: \$1,862,017.50

Description of Project:

Signal removal and installation, signal interconnect, and intersection improvements at thirty-one locations citywide, in the City of Detroit, Wayne County.

Administrative Board Approval Date: September 21, 2004

Contract Date: December 17, 2004

Original Contract Amount: \$1,566,634.07

Total of Overruns/Changes (Approved to Date): 61,563.57 + 3.93%

Total of Extras/Adjustments (Approved to Date): 278,340.02 + 17.77%

Total of Negative Adjustments (Approved to Date): 0.00 + 0.00%

THIS REQUEST 21,400.70 + 1.37%**Revised Total \$1,927,938.36 + 23.07%**

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 21.70% over the original budget for an **Authorized to Date Amount** of \$1,906,537.66.

Approval of this extra will place the authorized status of the contract 23.07% or \$361,304.29 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-006	3	\$202,799.42	02/05/08

Contract Modification Number(s): 8 r. 2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 8

ADA Ramp w/Detectable Warning Special	427.690 Sft @ \$14.65/Sft	\$6,265.66
Sidewalk, 4" Conc Special	1,012.550 Sft @ \$4.72/Sft	4,779.24
Pmt Marking Rem	4,270.000 Ft @ \$1.84/Ft	7,856.80
Dr Structure Cover, Adj, Case 2	17.000 Ea @ \$147.00/Ea	<u>2,499.00</u>
Total		<u>\$21,400.70</u>

Reason(s) for Extra(s)/Adjustment(s):**CM 8**

Prior to the acceptance of the project, the City of Detroit and MDOT's standards for Americans with Disabilities Act (ADA) sidewalk ramps changed. The City of Detroit is also under a court order by the United States District Court to update their sidewalk ramps to be compliant with ADA. Therefore, it was determined that all the sidewalk ramps within the project limits needed to meet the most current standards for ADA sidewalk ramps. The engineer directed the contractor to replace the ADA ramps at various locations within the 31 locations set up on the project. The costs for this work reflect price increases since the project was let and include mobilization, minor traffic control, barricades, and flag control required to complete the work. Since the cost includes the traffic control, the project will not have an increase in traffic control due to the extension of time related to the ADA ramp issue.

In addition, the contractor was required to complete the work on weekends to avoid weekday pedestrian traffic, and could not work on weekends with major downtown events. These extra items were set up on a previous contract modification and now represent the amount needed to date. The extra cost for ADA Ramp w/Detectable Warning Special and Sidewalk, 4" Conc Special were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Prices and the work required.

Due to the locations of the ADA ramps, the existing pavement markings, crosswalks, and stop bars needed to be removed and replaced. The engineer directed the contractor to complete the work. The extra cost for Pmt Marking Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Prices and the work required.

While completing the work for the ADA ramps, several drainage structures needed to have the covers adjusted due to the changes on the ramps. The engineer directed the contractor to adjust the covers. The extra cost for Dr Structure Cover, Adj, Case 2 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Prices and the work required.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its October 30, 2008, meeting, and is now recommended for approval by the State Administrative Board on November 5, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 100%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48201, 48202, 48206, 48207, 48209, 48212, 48214, 48215, 48217, 48226, 48228, 48234.

66. **Extra 2008 - 162**

Control Section/Job Number: 82400-83024 Local Agency Project

State Administrative Board - This extra exceeds the 6% limit for reviewing extras.

State Transportation Commission - This extra exceeds the 10% limit for reviewing extras.

Contractor: Alpha Electric, Inc.
39349 Mound Road
Sterling Heights, MI 48310

Designed By: Wade-Trim, Inc.
Consulting Engineering Associates, Inc.

Engineer's Estimate: \$1,202,254.50

Description of Project:

Traffic signal modernization at 24 locations on Warren Road from Canyon Street to Central Street, in the city of Detroit, Wayne County.

Administrative Board Approval Date:	December 20, 2005	
Contract Date:	March 1, 2006	
Original Contract Amount:	\$1,288,773.00	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.0%
Total of Extras/Adjustments (Approved to Date):	146,020.47	+ 11.33%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>111,162.06</u>	<u>+ 8.63%</u>
Revised Total	<u>\$1,545,955.53</u>	+ 19.96%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.33% over the original budget for an **Authorized to Date Amount** of \$1,434,793.47.

Approval of this extra will place the authorized status of the contract 19.96% or \$257,182.53 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-007	2	\$124,795.47	02/05/08

Contract Modification Number(s): 5, 6

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 5

ADA Ramp w/Detectable Warning Tiles Special	2,058.550Sft@\$14.65/Sft	\$30,157.76
Curb & Gutter Special	304.210 Ft @ \$15.75/Ft	4,791.31
Rem, Curb & Gutter Special	304.210 Ft @ \$9.45/Ft	2,874.78
Rem, Sidewalk Special	1,217.340 Ft @ \$14.18/Ft	17,261.88
Sidewalk, 4" Conc Special	11,108.760 Sft @ \$4.72/Sft	<u>52,433.35</u>
Total		<u>\$107,519.08</u>

CM 6

Conc Pavt, Nonreinf, 10 inch Concrete Patch	6.480 Syd @ \$131.170/Syd	\$849.98
Dr Structure Cover, Adj. Case 2 Special	19.000 Ea @ \$147.00/Ea	<u>2,793.00</u>
Total		<u>\$3,642.98</u>

Grand Total **\$111,162.06**

Reason(s) for Extra(s)/Adjustment(s):**CM 5**

Prior to the acceptance of the project, both the City of Detroit's and MDOT's standards for Americans with Disabilities Act (ADA) sidewalk ramps changed. The City of Detroit is also under a court order by the United States District Court to update their sidewalk ramps to be compliant with ADA. Therefore, it was determined that all the sidewalk ramps within the project limits needed to meet the most current standards for ADA sidewalk ramps. The engineer directed the contractor to replace the ADA ramps at various locations within the 24 locations set up on the project. The cost for this work reflect price increases since the project was let and includes mobilization, minor traffic control, barricades, and flag control required to complete the work. Since traffic control is included, the project will not have an increase in traffic control due to the extension of time related to the ADA ramp issue.

In addition, the contractor was required to complete the work on weekends to avoid weekday pedestrian traffic, and could not work on weekends with major downtown events. These items were set up on a previous contract modification and now represent the amount needed to date. The extra cost for the items on contract modification 5 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Prices and the work required.

CM 6

Several problems were discovered while completing some of the work for the ADA ramps. A void was found under some of the adjacent pavement. The engineer directed the contractor to repair the area. The extra cost for Conc Pavt, Nonreinf, 10 inch Concrete Patch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Price Index.

Another discovery was that some drainage structures needed to be adjusted to match the new grades. The engineer directed the contractor to adjust the drainage structures. The extra cost for Dr Structure Cover, Adj. Case 2 Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These extras were recommended for approval by the State Transportation Commission (STC) at its October 30, 2008, meeting, and are now recommended for approval by the State Administrative Board (SAB) on November 5, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extras item are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 100%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48201, 48202, 48204, 48208, 48209, 48211.

67. **Extra 2008 - 163**

Control Section/Job Number: 82400-87959 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: J. Ranck Electric, Inc.
1993 Gover Parkway
Mt. Pleasant MI 48858

Designed By: Wade-Trim, Inc.
Consulting Engineering Associates, Inc.

Engineer's Estimate: \$2,079,971.00

Description of Project:

Traffic signal modernization at 80 locations from Greiner Road to Cass Avenue, in the city of Detroit, Wayne County.

Administrative Board Approval Date:	September 19, 2006	
Contract Date:	October 5, 2006	
Original Contract Amount:	\$1,693,578.49	
Total of Overruns/Changes (Approved to Date):	(20,870.00)	- 1.23%
Total of Extras/Adjustments (Approved to Date):	260,138.53	+ 15.36%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>8,650.85</u>	<u>+ 0.51%</u>
Revised Total	<u>\$1,941,497.87</u>	14.64%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.13% over the original budget for an **Authorized to Date Amount** of \$1,932,847.02.

Approval of this extra will place the authorized status of the contract 14.64% or \$247,919.38 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-008	3	\$235,645.00	02/05/08

Contract Modification Number(s): 5

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 5

Sidewalk, Conc, 4 inch Modified	1,647.780 Sft @ \$5.25/Sft	<u>\$8,650.85</u>
Total		<u>\$8,650.85</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 5

Prior to the acceptance of the project, the City of Detroit's and MDOT's standards for Americans with Disabilities Act (ADA) sidewalk ramps changed. The City of Detroit is also under a court order by the United States District Court to update their sidewalk ramps to be compliant with ADA. Therefore, it was determined that all the sidewalk ramps within the project limits needed to meet the most current standards for ADA sidewalk ramps. The engineer directed the contractor to replace the ADA ramps within the 80 intersections set up on the project. The cost for this work reflects price increases since the project was let and includes mobilization, minor traffic control, barricades, and flag control required to complete the work. Since the cost includes the traffic control, the project will not have an increase in traffic control due to the extension of time related to the ADA ramp issue.

This item was set up on a previous contract modification and now represents the amount needed to date. The extra cost for Sidewalk, Conc, 4 inch Modified was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Prices and the work required.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission (STC) at its October 30, 2008, meeting, and is now recommended for approval by the State Administrative Board (SAB) on November 5, 2007.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 100%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48201, 48206, 48209, 48210, 48216, 48221, 48226.

68. **Extra 2008 - 164**

Control Section/Job Number:	39024-86055	MDOT Project
State Administrative Board -	This project exceeds the 6% limit for reviewing extras and has at least one extra that exceeds the \$100,000 limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% limit for reviewing extras and has at least one extra that exceeds the \$250,000 limit for reviewing extras.	
Contractor:	Kamminga & Roodvoets, Inc. 3435 Broadmoor Avenue SE Grand Rapids, MI 49512	
Designed By:	Parsons Brinckerhoff, Inc.	
Engineer's Estimate:	\$72,523,311.30	

Description of Project:

2.61 miles of freeway reconstruction and widening, ramp reconstruction, removal of portions of existing structures, replacing abutments, piers, and superstructures, 3 new bridges, placing slope protection, drainage, sound walls, maintaining traffic, pavement markings and signing on I-94 from west of US-131 to east of Oakland Drive in the cities of Kalamazoo and Portage, Kalamazoo County. This project includes two 5 year materials and workmanship pavement warranties.

Administrative Board Approval Date:	August 15, 2006	
Contract Date:	August 31, 2006	
Original Contract Amount:	\$67,890,986.19	
Total of Overruns/Changes (Approved to Date):	667,971.60	+ 0.98%
Total of Extras/Adjustments (Approved to Date):	4,313,113.93	+ 6.35%
Total of Negative Adjustments (Approved to Date):	(300,923.19)	- 0.44%
THIS REQUEST	<u>3,134,632.43</u>	<u>+ 4.62%</u>
Revised Total	<u>\$75,705,780.96</u>	+ 11.51%

Offset Information

Total Offsets This Request	(\$2,686,299.12)	- 3.96%
Net Revised Request	\$448,333.31	0.66%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.89% over the original budget for an **Authorized to Date Amount** of \$72,571,148.53.

Approval of this extra will place the authorized status of the contract 11.51% or \$7,814,794.77 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-102	12	\$121,313.17	08/07/07
2008-024	22	\$2,941,764.00	04/01/08
2008-096	31 r. 1	\$700,516.62	07/01/08

Contract Modification Number(s): 32, 35, 39, 41 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 32

86055A

Downspout, 4 inch, Temp	310.000 Ft @ \$3.00/Ft	\$930.00
Sewer, Temp, 24" or Less	462.000 Ft @ \$38.00/Ft	17,556.00
Steel Sheet Piling, Rem	1,503.000 Sft @ \$2.65/Sft	3,982.95
Transporting Salvageable Sign Materials		6,033.00
Sewer Bulkhead, 18 inch	1.000 Ea @ \$280.00/Ea	280.00

86633A

DB Cable, In Conduit, 2/THHN#6 1/C #8	380.000 Ft @ \$6.24/Ft	2,371.20
Culv End Sect, Grate	165.000 Lb @ \$3.15/Lb	519.75

86634A

Grade & Compact Existing Material	52,157.206 Syd @ \$0.72/Syd	37,553.19
Raised Pavt Marker, Rem	110.000 Ea @ \$11.00/Ea	1,210.00
Shoulder, CI IV, 6"	405.360 Syd @ \$3.15/Syd	1,276.88
Pavt for Butt Joints, Rem	850.000 Syd @ \$8.00/Syd	6,800.00
Sewer Bulkhead, 12 inch	2.000 Ea @ \$260.00/Ea	520.00
Sewer Bulkhead, 15 inch	1.000 Ea @ \$260.00/Ea	260.00
Total		<u>\$79,292.97</u>

CM 32 Offset Information (86633A)

Subbase, CIP	-20,000.00 Cyd @ \$4.00/Cyd	<u>(\$80,000.00)</u>
Total		<u>(\$80,000.00)</u>

Revised CM 32 Total

(\$707.03)

CM 35

86166A

PVC Liner, VECF, MSE Wall	14,000.000 Sft @ \$1.00/Sft	14,000.00
Styrofoam & Pea Stone, VECF, MSE Wall	400.000 Sft @ \$2.50/Sft	1,000.00
Wire Faced MSE Wall, VECF, MSE Wall	4,500.000 Sft @ \$22.20/Sft	99,900.00
Superstructure Conc, VECF, MSE Wall	2,000.000 Cyd @ \$448.16/Cyd	896,320.00

86174A

Backfill, Select, VECP, MSE Wall	4,000.000 Cyd @ \$6.850/Cyd	27,400.00
PVC Liner, VECP, MSE Wall	7,000.000 Sft @ \$1.00/Sft	7,000.00
Styrofoam & Pea Stone, VECP, MSE Wall	1,500.000 Sft @ \$2.50/Sft	3,750.00
Wire Faced MSE Wall, VECP, MSE Wall	4,000.000 Sft @ \$22.20/Sft	88,800.00
Superstructure Conc, VECP, MSE Wall	1,700.000 Cyd @ \$448.16/Cyd	761,872.00
Total		<u>\$1,900,042.00</u>

CM 35 Offset Information**86055A**

Backfill, Select, VECP, MSE Wall	-500.000 Cyd @ \$6.85/Cyd	(\$3,425.00)
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86166A

Substructure Conc	-4,000.000 Cyd @ \$300.00/Cyd	(1,200,000.00)
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86174A

Backfill, Select, VECP, MSE Wall	-1,500.000 Cyd @ \$6.85/Cyd	(10,275.00)
PVC Liner, VECP, MSE Wall	-4,760.000 Sft @ \$1.00/Sft	(4,760.00)
Styrofoam & Pea Stone, VECP, MSE Wall	-4,900.000 Sft @ \$2.50/Sft	(12,250.00)
Wire Faced MSE Wall, VECP, MSE Wall	-7,280.000 Sft @ \$22.20/Sft	(161,616.00)
Substructure Conc	-3,700.000 Cyd @ \$300.00/Cyd	(1,110,000.00)
Superstructure Conc, VECP, MSE Wall	-232.000 Cyd @ \$448.16/Cyd	(103,973.12)
Total		(\$2,606,299.12)

Revised CM 35 Total **(\$706,257.12)**

CM 39**86166A**

VECP, MSE Wall – Payment No. 2	<u>\$553,516.86</u>
Total	<u>\$553,516.86</u>

CM 41**86166A**

VECP, MSE Wall – Payment No. 3	\$416,147.74
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86174A

VECP, MSE Wall – Payment No. 3	<u>\$185,632.86</u>
Total	<u>\$601,780.60</u>

Grand Total

\$3,134,632.43

Reason(s) for Extra(s)/Adjustment(s):**CM 32**

This item was necessary to prevent soil erosion during the winter shutdown. It will be used for westbound I-94 at three bridge locations. This item was originally set up on contract modification 5 and now represents the amount needed to date. The extra costs for Downspout, 4 inch, Temp were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

The engineer directed the contractor to place temporary sewer to protect areas from erosion during the stage construction. This item was originally set up on contract modification 1 and now represents the amount needed to date. The extra costs for Sewer, Temp, 24" or Less were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

The contractor encountered sheet piling around some of the sign foundations which was not indicated on the plans. The engineer directed the contractor to remove the sheet piling that interfered with the proposed construction. The extra costs for Steel Sheet Piling, Rem were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when reviewing the amount of time and equipment needed to complete the work.

The plans included a note that salvaged sign materials will be delivered to the MDOT Overhead Sign Shop but did not indicate how to pay for it. The engineer directed the contractor to deliver the sign materials. This item was originally set up on contract modification 7 and now represents the amount needed to date. The extra costs for Transporting Salvageable Sign Materials were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when reviewing the amount of time and equipment needed to complete the work.

Due to the maintaining of traffic several drainage culverts needed to be partially removed and bulkheaded. The engineer directed the contractor to complete this work. These items were set up on previous contract modifications and now represent the amount needed to date. The extra costs for Sewer Bulkhead, 18 inch; Sewer Bulkhead, 12 inch and Sewer Bulkhead, 15 inch were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

The engineer directed the contractor to use a larger wire for the permanent traffic recorders. This was overlooked on the plans and was needed due to the distance to the recorders. This item will be partially offset when the item is balanced on a future contract modification. The extra costs for DB Cable, In Conduit, 2/THHN#6 1/C #8 were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and were deemed reasonable when compared with MDOT's Average Unit Price Index.

The engineer directed the contractor to install a grate on the end section of the 30 inch culvert on ramp A at Oakland Avenue. The engineer was concerned that the end section may be a hazard if hit by traffic. The extra costs for Culv End Sect, Grate were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and were deemed reasonable when compared with MDOT's Average Unit Price Index.

The plans called for the placement of subbase material. Once the pavement was removed the engineer determined that in some locations the existing soils could be used and directed the contractor to grade and compact the soils at these locations. The new item was set up as a budget amount, originally on contract modification 2. The extra costs for Grade & Compact Existing Material were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index. This item is completely offset by a reduction in original bid items noted above.

Prior to milling the pavement, the engineer directed the contractor to remove the raised pavement markers. The extra costs for Raised Pavt Marker, Rem were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

The engineer directed the contractor to use the millings from the hot mix asphalt milling for the temporary shoulders. This item will be completely offset by a reduction in original items when the project is balanced. This new item is only set up to keep track of the different materials used for the shoulder. The extra costs for Shoulder, CI IV, 6" were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The original item costs were used for the new item and were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

The engineer directed the contractor to complete a butt joint on ramp C at Oakland Avenue. This was necessary to provide for a smooth transition. The engineer is also anticipating that this item will be needed on I-94 at both ends of the project and is setting up a budget quantity for these areas. The extra costs for Pavt for Butt Joints, Rem were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The original item costs were used for the new item and were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

CM 35, 39 & 41

A Value Engineering Change Proposal (VECP) was submitted by the contractor. The VECP was submitted per the requirements in the Supplemental Specification for VECP as contained in the project proposal. The VECP changed the foundation from a traditional footing/piling scheme to a mechanically stabilized earth (MSE) scheme. The VECP changed the foundations for nine bridges of the eleven bridges on the project. Four of the nine bridges were completed in 2007, two bridges were completed in the spring, and three bridges were completed in the fall of 2008.

This change included reductions in the number of piles needed for the foundation and required several new foundation items to be set up; these items were set up on contract modification 22, which was previously approved by the State Administrative Board on May 6, 2008.

The VECP final savings is now known. The savings shown below will amount to over \$3.7 million. One-half of the total savings will be returned to MDOT and the other half paid to the contractor. Part of the payment to the contractor, for the four completed bridges at that time, was completed on contract modification 31 which was approved by the State Administrative Board on July 1, 2008.

Below is a summary showing the total savings for this VECP:

Anticipated cost of deleted or reduced original items due to VECP	(\$8,165,790)
Additional cost with extra items for VECP	4,454,162
Savings due to VECP	(3,711,628)
One half of savings due to contractor	1,855,814
Final savings to MDOT contract due to VECP	(1,855,814)

All values rounded to nearest dollar.

These current contract modifications 35, 39 and 41 now balance the remaining VECP items. Contract modification 35 includes the pay items associated with the VECP, while contract modifications 39 and 41 are the one half payments to the contractor for the associated completed bridges.

Concurrence was received from MDOT's Geotechnical Services Section and FHWA on the change in the bridge foundations. The costs for the extra items included on the contract modification were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and the supplemental specification for VECP. The cost was deemed reasonable as part of a VECP review.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission (STC) at its October 30, 2008, meeting, and are now recommended for approval by the State Administrative Board (SAB) on November 5, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extras items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source:

86055A: FHWA, 89.82 %; State Restricted Trunkline, 8.99 %; %; City of Portage, 0.96 %; City of Kalamazoo, 0.03 %; Village of Mattawan, 0.20.

86166A: FHWA, 80.00 %; State Restricted Trunkline, 17.75 %; City of Portage 2.25 %;

86174A: FHWA, 90.00 %; State Restricted Trunkline, 9.16 %; City of Portage, 0.84 %;

86633A: FHWA, 79.82 %; State Restricted Trunkline, 17.90 %; City of Portage, 2.28 %;

86634A: FHWA, 90.00 %; State Restricted Trunkline, 8.92 %; City of Portage, 0.81%; City of Kalamazoo, 0.27 %; %, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49729, 49024.

69. **Extra 2008 - 165**

Control Section/Job Number:	26011-86243	Local Agency Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% limit for reviewing extras.	
Contractor:	John Henry Excavating, Inc. 1140 Henry Road East Tawas, MI 48730	
Designed By:	Wade Trim Associates, Inc.	
Engineer's Estimate:	\$726,912.25	
Description of Project:	Bridge removal and replacement along with related approach work on Lang Road at Middle Branch Tobacco River, Gladwin County.	

Administrative Board Approval Date:	June 19, 2007	
Contract Date:	July 9, 2007	
Original Contract Amount:	\$634,385.75	
Total of Overruns/Changes (Approved to Date):	39,398.80	+ 6.21%
Total of Extras/Adjustments (Approved to Date):	97,120.00	+ 15.31%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>5,672.76</u>	<u>+ 0.89%</u>
Revised Total	<u>\$776,577.31</u>	+ 22.41%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 21.52% over the original budget for an **Authorized to Date Amount** of \$770,904.55.

Approval of this extra will place the authorized status of the contract 22.41% or \$142,191.56 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-073	5	\$82,000.00	05/06/08

Contract Modification Number(s): 7

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 7

Extra Work Due to Artesian Springs	1.000 LS @ \$2,366.86/LS	\$2,366.86
Extra Work With Steel Reinforcement	1.000 LS @ \$2,121.95/LS	2,121.95
Install Culvert & Reshape Slopes	1.000 Ea @ \$1,153.95/Ea	1,153.95
Lights, Damaged and Replaced	2.000 Ea @ \$15.00/Ea	<u>30.00</u>
Total		<u>\$5,672.76</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 7

The contractor encountered an artesian condition while driving the piles on the project. This delayed the work enough that the bridge deck was temporarily covered with a protective material and then with aggregate until this spring when the project could be completed. This item was set up to remove the aggregate and protective cover. The extra cost for Extra Work Due to Artesian Springs is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The plans did not show the correct length of steel reinforcement for the abutments. This required additional steel and cutting and splicing of some of the reinforcement bars. The engineer directed the contractor to complete the work. The extra cost for Extra Work With Steel Reinforcement is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The county requested that a culvert be placed in the northeast quadrant. The county supplied the culvert and the engineer directed the contractor to install the culvert, place rip rap at the end of it and reshape the slope. The extra cost for Install Culvert & Reshape Slopes is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. The cost of this item is 100 percent funded by the Gladwin County Road Commission.

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to, and does not exceed \$15 per light. The lights on plastic drums are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, Lights, Damaged and Replaced, will reimburse the contractor for damaged lights at the maximum rate of \$15 per light, as the traffic control device unit cost was over \$15.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its October 30, 2008, meeting, and is now recommended for approval by the State Administrative Board on November 5, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 79.87%; State Restricted Trunkline, 14.98%; Gladwin County, 5.15%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48612.

70. **Extra 2008 - 166**

Control Section/Job Number:	33010-90270	Local Agency Project
State Administrative Board -	This project has at least one extra that exceeds the \$100,000 limit for reviewing extras.	
State Transportation Commission -	This project has at least one extra that exceeds the \$250,000 limit for reviewing extras.	
Contractor:	Posen Construction, Inc. 50500 Design Lane Shelby Twp., MI 48315	
Designed By:	Bergmann Associates, Inc. Access Engineering, Inc. SME JJR, LLC RS Surface Transportation	
Engineer's Estimate:	\$22,806,284.15	

Description of Project:

1.32 miles of hot mix asphalt road construction and widening, roadway drainage, lighting and landscaping on Farm Lane from Mt. Hope Road north to Wilson Road, on Service Road from west of Farm Lane to east of Farm Lane and on Trowbridge Road from west of Farm Lane to east of Farm Lane, pump station in the northeast quadrant of Farm Lane and Service Road, water main and irrigation system along Farm Lane and Service Road, construct bridge, temporary shoo-fly tracks, permanent track work, and steel piled cut-off walls on Farm Lane on the campus of Michigan State University in the city of East Lansing, Ingham County.

Administrative Board Approval Date:	March 18, 2008	
Contract Date:	March 21, 2008	
Original Contract Amount:	\$21,514,000.16	
Total of Overruns/Changes (Approved to Date):	1,567,853.23	+ 7.29%
Total of Extras/Adjustments (Approved to Date):	163,904.77	+ 0.76%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>600,000.00</u>	<u>+ 2.79%</u>
Revised Total	<u>\$23,845,758.16</u>	+ 10.84%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.05% over the original budget for an **Authorized to Date Amount** of \$23,245,758.16.

Approval of this extra will place the authorized status of the contract 10.84% or \$2,331,758.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-151	3	\$118,100.27	10/21/08

Contract Modification Number(s): 5 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 5 (90270A)

Embankment, CIP Adjustment for Placement at Lot 89 150,000.00 Cyd @ \$4.00/Cyd \$600,000.00

Total

\$600,000.00

Reason(s) for Extra(s)/Adjustment(s):

CM 5

At the request of Michigan State University (MSU), the contractor was directed to place excess excavated earth on MSU property to be used for a future parking lot. The new extra will be used for shaping and building the subbase for the parking lot, and also includes stripping the topsoil. The extra costs for Embankment, CIP Adjustment for Placement were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index. This extra work is 100 percent funded by MSU.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its October 30, 2008, meeting, and is now recommended for approval by the State Administrative Board on November 5, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source:

101414A: FHWA, 79.89%; State Restricted Trunkline, 19.97%; Michigan State University, 0.14%,

90270A: FHWA, 82.04%; State Restricted Trunkline, 17.46%; Michigan State University, 0.50%,

90272A: FHWA, 79.87%; State Restricted Trunkline, 19.97%; Michigan State University, 0.16%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48824.

71. **Extra 2008 - 167**

Control Section/Job Number: 63081-45715 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: CH2MHILL
Engineer's Estimate: \$44,632,212.92

Description of Project:

3.02 miles of freeway and ramp reconstruction, concrete pavement and shoulders, concrete pavement repairs, concrete pavement inlay, bridge rehabilitation on 5 structures, lighting, MITS, signing, and pavement marking on M-10 from Beck Road to Lahser Road, in the city of Southfield, Oakland County. This project includes a 5-year material and workmanship pavement warranty and a 2-year bridge painting warranty.

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 10, 2006	
Original Contract Amount:	\$26,358,391.07	
Total of Overruns/Changes (Approved to Date):	(456,205.59)	- 1.73%
Total of Extras/Adjustments (Approved to Date):	2,822,148.82	+ 10.71%
Total of Negative Adjustments (Approved to Date):	(84,591.60)	- 0.32%
THIS REQUEST	<u>31,361.43</u>	<u>+ 0.12%</u>
Revised Total	<u>\$28,671,104.13</u>	+ 8.78%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.66% over the original budget for an **Authorized to Date Amount** of \$28,639,742.70.

Approval of this extra will place the authorized status of the contract 8.78% or \$2,312,713.06 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-094	1	\$193,444.75	07/05/06
2006-129	5 r. 1	\$1,400,000.00	09/05/06
2006-145	6 r. 1, 8	\$868,788.50	11/07/06
2006-171	7 r. 1	\$20,615.94	12/19/06
2007-014	10, 11	\$76,442.77	02/06/07
2007-047	13, 14	\$51,995.28	04/03/07
2007-063	12	\$3,009.17	05/01/07
2007-118	20	\$58,712.71	09/04/07

Contract Modification Number(s): 28

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 28

Conc Pads, Lighting Controllers	\$3,353.29
MITSC Cabinet Connection	849.65
Rem/Repl Damaged Light Pole M-10	8,560.50
Repair Existing Tower Lighting	11,056.27
Repair Washout SB M-10	3,840.38
Repl #6 Wire with #4 Wire	3,099.60
Repl Existing Service Cables Lahser Road	282.58
Unbag Overhead Sign	319.16
Total	<u>\$31,361.43</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 28

While completing the final review for the construction work it was determined that the concrete pads at the lighting controllers needed to be replaced in two locations. The engineer directed the contractor to complete the work. The extra cost for Conc Pads, Lighting Controllers is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The engineer received a request from MITSC that a new power feed be supplied to one of the cabinets. The engineer directed the contractor to complete the work. The extra cost for MITSC Cabinet Connection is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The project had several damaged light poles. The engineer directed the contractor to remove and replace the damaged light poles. The extra cost for Rem/Repl Damaged Light Pole M-10 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Eight of the tower lights were damaged by a power surge. The engineer directed the contractor to replace plugs, lamps and wires at the 8 locations. The extra cost for Repair Existing Tower Lighting is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

An area that was washed out near the southeast bridge approach of southbound M-10 over I-696 needed to be filled in and restored. The engineer directed the contractor to fill in the voids and restore the area. The extra cost for Repair Washout SB M-10 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The wire and breakers at the Lahser and Lockdale lighting control needed to be replaced. The engineer directed the contractor to replace the #6 wire with #4 wire and replace the breaker. The extra cost for Repl #6 Wire with #4 Wire is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The existing service cables near at Lahser Road controller were heating up and needed to be replaced. The engineer directed the contractor to replace the service cables. The extra cost for Repl Existing Service Cables Lahser Road is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The engineer directed the contractor to bag an overhead sign above northbound M-10 at Lahser Road. Once the project was complete the sign needed to be uncovered. The engineer directed the contractor to uncover the sign. The extra cost for Unbag Overhead Sign is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its October 30, 2008, meeting, and is now recommended for approval by the State Administrative Board on November 5, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 16.17%; City of Southfield, 1.98%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48037.

72. **Extra 2008 - 168**

Control Section/Job Number: 82053-58175 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: MDOT
Engineer's Estimate: \$12,363,181.91

Description of Project:

3.52 miles of hot mix asphalt cold milling and resurfacing, concrete patch work and overlay on US-24 (Telegraph Road) from south of Fordson Road northerly to Joy Road, and 7 structure rehabilitations in the cities of Dearborn and Dearborn Heights, Wayne County. This project includes a 5-year materials and workmanship pavement warranty and a 2-year bridge painting warranty.

Administrative Board Approval Date:	September 5, 2006	
Contract Date:	September 12, 2006	
Original Contract Amount:	\$14,700,952.70	
Total of Overruns/Changes (Approved to Date):	(153,573.57)	- 1.04%
Total of Extras/Adjustments (Approved to Date):	1,043,262.90	+ 7.10%
Total of Negative Adjustments (Approved to Date):	(58,709.20)	- 0.40%
THIS REQUEST	<u>682,954.90</u>	<u>+ 4.65%</u>
Revised Total	<u>\$16,214,887.73</u>	+ 10.31%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.66% over the original budget for an **Authorized to Date Amount** of \$15,531,932.83.

Approval of this extra will place the authorized status of the contract 10.31% or \$1,513,935.03 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-032	7 r. 3	\$232,006.72	03/04/08
2008-070	10	\$390,729.50	05/06/08
2008-093	12 r. 1, 13	\$465,000.00	07/01/08
2008-124	18 r. 1	\$45,951.90	09/02/08
2008-153	22	\$87,761.67	10/21/08

Contract Modification Number(s): 24 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 24

Superstructure, Concrete, Form, Fin. and Cure (S02 of 82053), Redesign		\$135,000.00
Superstructure, Concrete, Form, Fin. and Cure, Night Cast (S02 of 82053), Redesign		195,000.00
Bearing, Elastomeric, 1 ½ inch, Special		
(Redesign) – S02	27.400 Sft @ \$10.23/Sft	280.30
Prest Conc Box Beam, Erect, 27 inch, Special		
(Redesign) – S02	1,340.000 Ft @ \$35.00/Ft	46,900.00
Prest Conc Box Beam, Furn, 27 inch, Special		
(Redesign) – S02	1,340.000 Ft @ \$228.19/Ft	305,774.60
Total		<u>\$682,954.90</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 24

The structure at southbound US-24 over Hines Drive was originally set up as a deck removal and replacement. Once the deck was removed, it was determined that the existing concrete box beams were too deteriorated to be used. The engineer discussed this with the Federal Highway Administration (FHWA) and the Metro Region Office, and determined that the appropriate fix would be to remove the beams, part of the abutments and part of the piers to accommodate an entirely new superstructure.

A review of the northbound bridge was also completed and the same determination was made for that bridge. Previous contract modifications have been approved for the removal items for the bridges. Contract modification 24 will be used to for the new items for the bridge including the beams, bridge deck and other associated items. The extra cost for the extra items on contract modification 24 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the additional time, equipment and materials needed to complete the work and as compared to similar items completed in the Metro Region, the project office indicated that the supporting documentation for the cost is contained in the project files. These costs are partially offset by a reduction in original items totaling approximately \$58,350.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its October 30, 2008, meeting, and is now recommended for approval by the State Administrative Board on November 5, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.50%; State Restricted Trunkline, 15.82%; City of Dearborn Heights, 2.26%; SBC Communications, 0.37%; Detroit Edison Company, 0.05%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48128.

73. **Extra 2008 - 169**

Control Section/Job Number: 82061-60447 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: Tetra Tech of Michigan, PC
Engineer's Estimate: \$7,323,849.33

Description of Project:

1.41 miles of hot mix asphalt reconstruction, drainage improvements, sidewalk, sanitary work, and water main work on US-12 (Michigan Avenue) from Heywood Street to Howe Road and intersection improvements from 4th Street to Howe Road in the City of Wayne, Wayne County. This project includes one 5 year materials and workmanship pavement warranty.

Administrative Board Approval Date:	August 1, 2006	
Contract Date:	August 29, 2006	
Original Contract Amount:	\$6,845,786.46	
Total of Overruns/Changes (Approved to Date):	(722,942.89)	- 10.56%
Total of Extras/Adjustments (Approved to Date):	983,582.10	+ 14.37%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>21,659.68</u>	<u>+ 0.32%</u>
Revised Total	<u>\$7,128,085.35</u>	+ 4.13%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.81% over the original budget for an **Authorized to Date Amount** of \$7,106,425.67.

Approval of this extra will place the authorized status of the contract 4.13% or \$282,298.89 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-56	2 r. 1	\$697,036.30	04/03/07
2007-146	3 r. 1, 5 r. 1	\$96,207.09	10/02/07
2007-155	4, 7, 8, 9, 10, 11, 12 r.3, 13, 14 r.1, 15 r. 2	\$97,210.89	11/06/07
2008-025	16 r. 3, 18 r. 1	\$2,547.85	02/05/08
2008-075	19 r 1, 20, 21, 22, 23, 24, 26, 27 r 1	\$64,641.09	05/06/08
2008-083	28, 30, 31, 32	\$23,843.35	06/03/08

Contract Modification Number(s): 35, 36, 37 r. 1

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 35

60447A

Irrigation Repairs City of Wayne	1.000 LS @ \$4,841.45/LS	\$4,841.45
Irrigation Repairs City of Wayne, 100 % City of Wayne	1.000 LS @ \$4,841.45/LS	\$4,841.45
Total		<u>\$9,682.90</u>

CM 36

60447A

Delivery of Salvaged Brick	1.000 LS @ \$3,350.00/LS	\$3,350.00
Total		<u>\$3,350.00</u>

CM 37

60447A

Ginko Biloba 'Autumn Gold', 3 ½"	2.000 Ea @ \$420.00/Ea	\$840.00
Pyrus Calleryana 'Redspire', 3"	5.000 Ea @ \$295.00/Ea	1,475.00
Site Preparation, Max.	1.000 LS @ \$1,998.39/LS	1,998.39

80368A

Ginko Biloba 'Autumn Gold', 3 ½"	2.000 Ea @ \$420.00/Ea	\$840.00
Pyrus Calleryana 'Redspire', 3"	5.000 Ea @ \$295.00/Ea	1,475.00
Site Preparation, Max.	1.000 LS @ \$1,998.39/LS	1,998.39

Total

\$8,626.78

Grand Total

\$21,659.68

Reason(s) for Extra(s)/Adjustment(s):

CM 35

The City of Wayne previously installed and operated an extensive irrigation system in the downtown area between 2nd Street and Elizabeth. The majority of this system was inside the MDOT right-of-way and conflicted with portions of the water main, storm, and sanitary work. Prior to construction, the City was unable to provide accurate locations of their system for incorporation into the plans. During construction the City of Wayne DPW assisted with marking or identifying lines to the best of their ability. As construction progressed through the downtown area, multiple irrigation lines were damaged and required repairs. The City of Wayne requested that the irrigation subcontractor, handle the repairs. The engineer directed the contractor to repair the lines and also agreed that some of the repairs were not the fault of the City and agreed to split the cost. The extra cost for Irrigation repairs City of Wayne is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 36

During the installation of the decorative brick sidewalk on the north side of westbound US-12 the contractor had issues interlocking the new bricks with the existing brick pattern. The problem was due to a slight difference in brick size (1/8") between the old and new bricks. This was a material issue that could not have been foreseen in the design process. The engineer directed the contractor to use salvaged bricks on the project. This item is set up to cover the cost to transport the bricks to the site and place them at multiple locations for use on the project. The extra cost will be offset by a reduction in the original item for the placement of the bricks, this will be completed when the project is finalized. The extra costs for Delivery of Salvaged Brick were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the amount of time and equipment needed to complete the work.

CM 37

Additional trees were removed from the median to accommodate the temporary widening of eastbound US-12. Some were removed because they were too close to the road and were unsafe. Others were removed because the root system was damaged during excavation for either the drainage system or the roadway. After the new median was constructed, the engineer and the Region Resource Specialist determined the location and species of 14 replacement trees. The project already had trees set up but they were 100 percent funded by the City of Wayne. Since these trees were replacing the damaged trees, the engineer agreed that they should be part of the project cost. The City of Wayne agreed to assume the responsibility of watering and cultivating the trees. The extra costs for the items on contract modification 37 were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in the contract.

These Extras were recommended for approval by the State Transportation Commission at its October 30, 2008 meeting, and are now recommended for approval by the State Administrative Board on November 5, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source:

60447A: FHWA, 69.99%; State Restricted Trunkline, 14.75 %, City of Wayne 15.26 %;

80368A: FHWA, 80.00%; State Restricted Trunkline, 20.00%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48184.

74. **Extra 2008 – 170**

Control Section/Job Number: 82457-52174 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: Spalding DeDecker Associates, Inc.

Ayres, Lewis, Norris & May, Inc.

Engineer's Estimate: \$10,335,376.80

Description of Project:

0.74 km of railroad grade separation and concrete pavement reconstruction, drainage improvements, water main relocations, pump house construction, 2 span steel I beam bridge and pavement markings on Sheldon Road from 120 m south of Nantucket to 100 m north of M-14 overpass in the city of Plymouth, Wayne County.

Administrative Board Approval Date:	November 8, 2006	
Contract Date:	November 20, 2006	
Original Contract Amount:	\$10,170,387.92	
Total of Overruns/Changes (Approved to Date):	93,095.40	+ 0.92%
Total of Extras/Adjustments (Approved to Date):	2,715,868.55	+ 26.70%
Total of Negative Adjustments (Approved to Date):	(3,285.00)	- 0.03%
THIS REQUEST	<u>49,558.45</u>	<u>+ 0.49%</u>
Revised Total	<u>\$13,025,625.32</u>	+ 28.08%

Offset Information

Total Offsets This Request	(\$22,660.81)	- 0.22%
Net Revised Request	\$26,897.64	+ 0.26%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 27.59% over the original budget for an **Authorized to Date Amount** of \$12,976,066.87.

Approval of this extra will place the authorized status of the contract 28.07% or \$2,855,237.40 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-85	7	\$350,000.00	06/05/07
2007-148	8	\$350,000.00	10/02/07
2008-113	12, 13, 14 r. 3, 15 r. 2, 16, 17, 18, 19, 20 r. 1, 21	\$160,381.83	08/05/08
2008-131	33	\$1,392,435.00	09/02/08
2008-138	23, 25, 26, 27, 28, 29, 31	\$373,605.80	09/02/08

Contract Modification Number(s): 22, 30, 32, 34

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 22

Railroad Runaround Embankment Special	810.280 m3 @ \$38.85/m3	<u>\$31,479.38</u>
Total		<u>\$31,479.38</u>

CM 22 Offset Information

Embankment (CIP), Modified	-2,160.23 m3 @ \$10.49/m3	<u>(22,660.81)</u>
Total		<u>(\$22,660.81)</u>

Net Revised CM 22 Request

\$8,818.57

CM 30

Obstruction Removal		<u>\$4,571.27</u>
Total		<u>\$4,571.27</u>

CM 32

Soil Sampling and Testing		<u>\$3,307.50</u>
Total		<u>\$3,307.50</u>

CM 34

Conc Barrier, Temp, Furn	103.630 m @ \$72.18/m	\$7,480.01
Conc Barrier, Temp, Oper	103.630 m @ \$26.25/m	2,720.29
Total		<u>\$10,200.30</u>

Grand Total

\$49,558.45

Reason(s) for Extra(s)/Adjustment(s):

CM 22

The engineer directed the contractor to use class II sand in lieu of embankment around the railroad, due to wet soils. The extra costs for Railroad Runaround Embankment Special - Extra were negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in the contract and MDOT's Average Unit Price Index. This item is partially offset by a reduction in original items noted above.

CM 30

The contractor encountered several concrete obstructions while placing the storm sewer. The engineer directed the contractor to remove the obstructions. The extra cost for Obstruction Removal - Extra is based on force account records per Section 109.07 of the 1996 Standard Specifications for Construction.

CM 32

While excavating near the railroad tracks it was noticed that the soils had an odor. The engineer directed the contractor to sample and test the soils to determine if they were contaminated. The extra cost for Soil Sampling and Testing was negotiated in accordance with Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable based on the invoice submitted by the specialty contractor and verified by the engineer.

CM 34

Due to a substantial grade differential, the engineer directed the contractor to place a temporary concrete barrier to protect the area. The extra cost for Conc Barrier, Temp, Furn and Conc Barrier, Temp, Oper was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable compared to similar items in MDOT's Average Unit Price Index and other contracts completed by the county.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its October 30, 2008, meeting, and are now recommended for approval by the State Administrative Board on November 5, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 69.95%; Wayne County, 12.56%, State Restricted Trunkline, 17.49%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48170.

75. **Extra 2008 - 171**

Control Section/Job Number: 82022-83945 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: DLZ Michigan, Inc.
Engineer's Estimate: \$2,371,273.50

Description of Project:

Bridge removal and replacement along with related approach work on Antietam Avenue over Dequindre Cut in the city of Detroit, Wayne County.

Administrative Board Approval Date:	August 7, 2007	
Contract Date:	August 8, 2007	
Original Contract Amount:	\$1,924,554.88	
Total of Overruns/Changes (Approved to Date):	55,322.85	+ 2.87%
Total of Extras/Adjustments (Approved to Date):	40,244.31	+ 2.09%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>84,435.57</u>	+ <u>4.39%</u>
Revised Total	<u>\$2,104,557.61</u>	+ 9.35%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.96% over the original budget for an **Authorized to Date Amount** of \$2,020,122.04.

Approval of this extra will place the authorized status of the contract 9.35% or \$180,002.73 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 9, 11

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 9

Force Account 1 – Timber Extraction		<u>\$83,992.60</u>
Total		<u>\$83,992.60</u>

CM 11

Concrete Escalation	153.810 Cyd @ \$2.88/Cyd	<u>\$442.97</u>
Total		<u>\$442.97</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 9

During the removal of the east and west abutments of the existing Antietam Bridge over the Dequindre Cut, the Contractor encountered timber piles at both the existing abutments. These piles were not shown on the existing bridge plans. The timber piles were determined to be approximately 50 feet long and in conflict with the proposed battered piles at both abutments. The work completed with this extra includes the removal of all of the existing timber piles at the east abutment and 3 of the 5 rows of existing timber piles at the west abutment, and the backfilling of each hole created by the removal of the existing timber piles with flowable fill. The remaining 2 rows could not be removed due to a conflict with an existing fiber optic line, they will be removed at a later date when the fiber optic line is relocated. The extra cost for Force Account 1-Timber Extraction is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 11

As noted in contract modification 9 timber piles were encountered on the project and removed. The removal of the last 2 rows of piles were delayed while waiting for a fiber optic line to be moved. This delayed the completion of the project from November 15, 2007 to June 18, 2008. The contractor incurred an increase in the cost of the concrete items on the project and requested an adjustment due to this increase. The extra cost for Concrete Escalation was negotiated per Section 103.03 of the 2003 Standard Specifications for Construction. The increase was deemed reasonable based on documentation submitted by the contractor and verified by the engineer.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is now recommended for approval by the State Administrative Board on November 5, 2008.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 79.51%; State Restricted Trunkline, 14.90%; City of Detroit, 5.59%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48207.

76. **Extra 2008 - 172**

Control Section/Job Number: 50458-102188 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Six-S, Inc.
2210 Scott Lake Road
Waterford, MI 48328

Designed By: Local Agency
Engineer's Estimate: \$6,860,148.86

Description of Project:

2.50 miles of concrete pavement widening including drainage, concrete curb and gutter, traffic signals and pavement markings on Cass Avenue from North Branch Clinton River northwesterly to 19 Mile Road and on Romeo Plank Road from 19 Mile Road northerly to north of 19 Mile Road, Macomb County.

Administrative Board Approval Date:	February 19, 2008	
Contract Date:	March 5, 2008	
Original Contract Amount:	\$6,220,187.01	
Total of Overruns/Changes (Approved to Date):	(236,846.34)	- 3.81%
Total of Extras/Adjustments (Approved to Date):	241,657.08	+ 3.89%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>237,470.00</u>	<u>+ 3.82%</u>
Revised Total	<u>\$6,462,467.75</u>	+ 3.90%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.08% over the original budget for an **Authorized to Date Amount** of \$6,224,997.75.

Approval of this extra will place the authorized status of the contract 3.90% or \$242,280.74 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 3

Aggregate, 6A	50.000 Ton @ \$50.00/Ton	\$2,500.00
Aggregate, Crushed Concrete, 1 x 3	60.000 Cyd @ \$75.00/Cyd	4,500.00
Steel Sheet Piling, Rem	60.000 Ft @ \$215.00/Ft	12,900.00
Embankment, CIP	1,100.000 Cyd @ \$8.00/Cyd	8,800.00
Riprap, Heavy	500.000 Ton @ \$66.00/Ton	33,000.00
Steel Sheet Piling, Permanent	2,325.000 Sft @ \$75.60/Sft	<u>175,770.00</u>
Total		<u>\$237,470.00</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 3

While completing the clearing for the project, the retaining wall (which was installed in 1984) was inspected and was found to have failed on the west side due to scour and water infiltration. The engineer directed the contractor to fix the area using steel sheet piling. The wall needed to be fixed because the reconstruction and addition of traffic lanes requires increasing the embankment volume and area near the wall. The extra costs for all of the items on contract modification 3 were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in other contracts completed by the County and MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on November 5, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80.00%; State Restricted Trunkline, 20.00%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48038.

OVERRUN

77. **Overrun 2008 - 35**

Control Section/Job Number: 50458-75499 Local Agency Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: J. Slagter & Son Construction Co.
1326 142nd Avenue
Wayland, MI 49348

Designed By: Spalding Dedecker Associates, Inc.
Engineer's Estimate: \$791,045.07

Description of Project:

Bridge rehabilitation including concrete overlay, joint replacement, pin and hanger replacement and painting of steel beams on Dickinson Street over the Clinton River in the city of Mount Clemens, Macomb County.

Administrative Board Approval Date:	February 06, 2007	
Contract Date:	March 26, 2007	
Original Contract Amount:	\$693,879.35	
Total of Overruns/Changes (Approved to Date):	69,387.94	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	52,052.51	+ 7.50%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>61,540.00</u>	+ <u>8.87%</u>
Revised Total	<u>\$876,859.80</u>	+ 26.37%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.50% over the original budget for an **Authorized to Date Amount** of \$815,319.80.

Approval of this overrun will place the authorized status of the contract 26.37% or \$182,980.45 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

False Decking	1,810.00 Sft @ \$34.00/Sft	<u>\$61,540.00</u>
Total		<u>\$61,540.00</u>

Reason(s) for Overrun(s):

The original quantity of false decking was set up only for the areas around the pin and hangers. Once work started on the bridge, the engineer determined that the entire area should be false decked to prevent debris from falling into the river. This caused an overrun in the original bid item False Decking.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its October 30, 2008, meeting and is now recommended for approval by the State Administrative Board on November 5, 2008.

Criticality: This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 81.73%; City of Mt. Clemens, 18.27%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48043.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Authorized Signature on File
October 27, 2008

Kirk T. Steudle
Director

Mr. Berger presented the Transportation and Natural Resources Committee Report for the regular meeting of October 29, 2008. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. Berger moved that the Report covering the regular meeting held October 29, 2008, be approved and adopted with Item 59 withdrawn at the November 5, 2008, State Administrative Board meeting. The motion was supported by Ms. MacDowell and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Ms. Wolenberg moved to adjourn the meeting. The motion was supported by Ms. MacDowell and unanimously approved. Mr. Hofmeister adjourned the meeting.

SECRETARY

CHAIRPERSON